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PROPOSED FISCAL YEAR 1984 CAPITAL IMPROVEMENT PROGRAM

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CHAPTER I INTRODUCTION

A. RTA SYSTEM AND ITS NEEDS

The Northeastern Illinois 6-county region served by the RTA includes 263 municipalities and 122 townships and has 7.1 million residents. Public transportation for the area is provided by 7 commuter railroads, 23 suburban bus carriers, the Chicago Transit Authority and numerous paratransit services, all operating under the auspices of the RTA either by contract, through subsidy agreements, or directly by the agency.

The RTA FY84 Capital Improvement Program proposes improvements which are designed to modernize the existing transit system in the RTA region to permit greater levels of efficiency and effectiveness. The program concentrates on system renovation and renewal with few projects devoted to expansion of the present transit network. Projects include improvements to transit operating facilities, rolling stock, stations and maintenance equipment. The regionwide FY84 Capital Improvement Program totals $321.5 million of which $248.9 million is Federal and most of the rest is State.

The Suburban Bus Program for FY84 totals $35.616 million. The major portion of this program is devoted to new and improved garage facilities.

The FY84 Commuter Rail Program totals $93.414 million. The largest portion of the program will be spent on improvements to track and structures, rehabilitate cars and locomotives and acquisition by RTA of the bankrupt Milwaukee Railroad. Other projects also include improvements to signal/electrical/ communication systems, support facilities and equipment and stations.

The CTA Rapid Transit Program for FY84 totals $101.198 million. The major emphasis is on new rapid transit cars to replace overaged equipment and track and structure improvements. Other projects include improvements to signal/electrical/ communications systems, support facilities, equipment and stations.

A total of $85.272 million is programmed for the CTA FY84 Bus Program. This sum is split between new buses, support facilities and equipment projects. The FY84 RTA program also includes $4.0 million for the City of Chicago to rehabilitate commuter railroad viaducts. In addition, there is $2.0 million for Park-and-Ride facilities near congested RTA and CTA rail stations.

Today's relatively well-developed regional transit system evolved, under RTA leadership, out of a fragmented collection of near bankrupt carriers that existed prior to RTA's inception in 1974. Two factors played major roles in this turnaround: the realization that public subsidy of transit was justified by the public benefits created and the adoption of an integrated regional approach to the provision of transit service.

The latter is well exemplified by a number of recent and upcoming improvements that could not have taken place in a system composed of a number of separate carriers operating independently.

The regional approach has important implications for system planning as well as for provision of service. Recent studies which reflect this approach and are direct input in the RTA Capital Program are as follows: The Suburban Bus Storage and Maintenance Facilities Plan proposes a regionwide three-tier system of bus garages to replace existing aged and inefficient facilities and provides new facilities where needed. With site planning for several facilities already completed, implementation of this plan will ultimately result in a modern regional system for suburban bus maintenance. The plan is aimed at achieving the full benefits of standardized equipment and maintenance procedures, centralized parts purchasing and inventory, and optimum bus storage locations relative to the service areas. The result will also be a reduction in operating expenses.

The Commuter Station Sign Program identified station information needs and developed a proposed station signing/information program package. This program identifies the type of signs necessary to meet the riders' needs and guidelines for displaying and distributing signs. The Bus Stop Sign Program analyzed the type of signs necessary as well as the distribution and installation methods currently used. Both of these programs are important in determining the region's short and long term sign requirements.

The purpose of the Northeastern Illinois Regional Transportation Authority Report on Bus Rolling Stock was to project RTA bus rolling stock requirements through 1991. The existing bus fleet was compared to both present and future vehicle demand and a replacement strategy was recommended.

The Commuter Rail Car and Locomotive Rehabilitation Study developed a commuter rail and locomotive rehabilitation program in order to establish a formalized mechanism of proper maintenance and rehabilitation for the commuter railroads. A preventative maintenance approach for the equipment was identified as the most cost-effective method. This means that each car and locomotive is placed on a preventive, cyclical rehabilitation schedule which involves undertaking component replacement in advance of a presumed failure date.

The Interlocking Plant Consolidation Study looked at all interlocking remote controlled power operated switches and non-interlocking crossings on the commuter railroad system in order to determine where consolidation might be accomplished. Among the expected benefits are reduced maintenance, and more efficient movement of trains. Various rail station studies have been completed and continue to be done. Land use, environmental impacts, access and financial impacts are analyzed. The studies then recommend the need for new, relocated or consolidated rail stations.

A Yard Consolidation Study was completed in which existing shops and yards were examined. The study concluded that due to institutional constraints on land availability, consolidation is infeasible. The study further concluded that all of the yards require renovation and that the present system of operation is optimal. Other study conclusions were that routine maintenance and minor inspections will be performed at yards where equipment is stored in the midday. Major maintenance for the entire locomotive and car fleet will be performed at centralized heavy repair shops. Overhauls on all locomotives will be performed at the 47th Street Yard Locomotive Shop. The California Avenue Car Shop will serve as the primary repair facility for the entire car fleet. Future yard studies will look at outlying yard facilities to assess their adequacy and adaptability in serving future needs.

B. PROGRAM GOALS AND BUDGET DEVELOPMENT

The FY84-88 Capital Improvement Program represents an effort to define project requirements over the next five years in an orderly and pragmatic fashion. The projects included as part of this program identify the type and level of investment necessary for commuter rail, rapid transit and bus systems to reach a level of modernization that increases the systems efficiency and effectiveness.

The projects for program consideration are derived from requests submitted by transit operators, community groups, elected officials and various RTA departments. It should be noted that in the course of developing the FY84 segment of the program, projects which were previously deferred or previously programmed but not funded, were re-evaluated.

Each proposed project is then evaluated based on the following main objectives.

1. ASSURE A SAFE AND RELIABLE TRANSPORTATION SYSTEM

This is the primary objective of the capital program. Projects that will maintain and reinforce safety requirements both for the commuter and the transit employee are given the highest priority.

2. MAINTAIN A REPLACEMENT CYCLE FOR COMPONENTS OF THE SYSTEM SUCH AS ROLLING STOCK AND TRACK WORK

A preventive maintenance approach is used where possible, through which designated maintenance activities are performed at scheduled intervals. Some benefits of this approach are higher equipment performance and reliability, orderly operations due to the planned timing of equipment to be removed from service and extension of the life of the equipment.

3. UPGRADE SYSTEM COMPONENTS THAT ARE OVERAGED AND WORN OUT IN ORDER TO PROVIDE ADDITIONAL OPERATING FLEXIBILITY

This category applies to system components that because of being overaged or worn out are no longer able to maintain adequate service. An example is the replacement of signals thus improving system dependability, reducing train delays and enhancing safety. Another example is the replacement of equipment that requires constant maintenance.

4. MODERNIZE STATIONS AND TERMINAL FACILITIES

In order to improve the system environment and maximize safety for commuters, certain station improvements will be made. These include better lighting and signs, shelters and waiting rooms, and other major renovations.

5. PROVIDE NECESSARY NEW FACILITIES AND RENOVATIONS TO EXISTING STRUCTURES

In order to protect and properly maintain our tremendous investment in rolling stock and equipment, adequate garage and yard facilities are critically needed. The new and renovated storage and maintenance facilities are designed to accommodate the current fleets and the projected needs of the future.

The evaluation procedure includes determining whether the project supports one or more of the above RTA objectives. Another important factor is whether the project has been adequately defined, the readiness of the project to be completed in the current Fiscal Year and its urgency. Where possible, projects are phased over several years in order to obtain maximum benefits from the available funds. As a general rule, projects are phased to accommodate engineering and/or material purchases in one year with construction funds programmed in subsequent year. The final step in the evaluation of projects is based on the projected availability of funds.

This approach, concentrating on system renovation and renewal, is consistent with current Federal policies and guidelines which encourage more intensive investment of capital funds in the existing system to improve public transportation service. Very few projects relate to expansion or additions to the present transit network.

Funding for the proposed capital improvement program will be requested under the Surface Transportation Act of 1982 which was signed into law January 6, 1983 by President Reagan. Title III of the new law is the "Federal Public Transportation Act of 1982" which deals with public transportation. Matching capital funds will be requested from the Illinois Department of Transportation.

The new federal law established a Mass Transit Account in the Highway Transit Fund which will be funded by one cent from the additional five cents to be collected from federal motor fuel taxes. The newly created Section 9 Block Grant Program allocates grant funds to urbanized areas by separate formulas which relate not only to population but also bus and rail performance. A portion of Section 9 funds may be used for operating assistance. In FY84, Section 3 capital grants will be funded from the Mass Transit Account of the Highway Trust Fund and will continue as a discretionary program. Section 5 operating and capital funds were terminated at the end of FY83 in favor of the new Section 9 Block Grant Program.

In light of the numerous factors which affect the levels of available funding during any particular year, it has been deemed appropriate and fiscally responsible to establish Phase I and Phase II project budgets.

The Phase I funding mark consists of an established federal formula Section 9 program and discretionary Section 3 rail modernization and bus capital funds. Estimated Section 9 funding is based on the projected Northeastern Illinois share of the Northeastern Illinois/Northwestern Indiana allocation as published in the Federal Register.

Estimated Phase I Section 3 rail capital funding is based on the Northeastern Illinois Region's historical average percentage of the federal modernization appropriation.

Estimated Phase I Section 3 bus capital funding is predicated on the percentage of the federal bus appropriation which was received in FY83.

The construction of a flexible budget incorporating a Phase II program is important given UMTA's budget limitations which are sometimes subject to variations depending on supplementary appropriations during the fiscal year, availability of additional funds due to lack of performance in other regions in the nation and RTA's continual effort to obtain a more equitable portion of federal funding assistance. This technique of budgeting is expected to stimulate progress in implementing projects by enabling awarding of Federal/State grant contracts earlier in the fiscal year, and provides for potentially greater capital assistance if and when additional funds are made available.

After deducting $57.9 million which amount is the maximum Section 9 funds available, without penalty, for operating purposes, the forecast of capital funds available is as follows:

FY84 CAPITAL FUNDING FORECAST
(millions of dollars)

	TOTAL	PHASE I	PHASE II
Section 9 (Bus and Rail Capital)	$155.6	$155.6	$ 0.0
Section 3 (Rail Modernization	132.6	110.5	22.1
Section 3 (Bus Capital)	33.3	12.9	20.4
TOTAL	$321.5	$279.0	$ 42.5

C. CAPITAL PROGRAM HIGHLIGHTS

The Proposed FY84 Capital Improvement Program for the Northeastern Illinois Region is divided by function into four (4) main categories:

1) Suburban Bus

2) Commuter Rail and

3) CTA

4) City of Chicago

Suburban Bus

Construction funds for the Fox Valley Division, West Division and South Division Garages are programmed. This represents the continued implementation of the RTA's Suburban Bus Storage and Maintenance Facilities Plan.

Commuter Rail

The emphasis of this program is on the continuation of the upgrading of the rail system. The budget includes adequate funds for completing a 443 car and 60 locomotive rehabilitation program, upgrading over 25 miles of a 1075 mile track system and continuing an ongoing program to upgrade antiquated signal and electrical systems, particularly on the Illinois Central Gulf railroad. In addition the program provides funds necessary to advance the rehabilitation of commuter rail stations and begin the process of making major funding allocations toward the improvement of maintenance facilities.

CTA

The CTA consists of an extensively developed rapid transit and bus system serving the City of Chicago and adjacent suburban communities. Therefore, a significant capital expenditure for renovations and improvements are required on a continual basis. Over half of the funds will go toward the purchase of new buses and rapid transit cars and the renovation of equipment now in service. The CTA plans to purchase 300 cars replacing rolling stock that has exceeded its useful economic life. The remaining allocation of funds is intended to be used for track and structure improvements, signal/communication and bus/rapid transit support facilities.

City of Chicago

The City of Chicago has proposed projects for implementation of park-and-ride facilities and for rehabilitation of commuter rail viaducts within the City of Chicago.

CHAPTER II
PROPOSED FISCAL YEAR 1984 CAPITAL IMPROVEMENT PROGRAM

The development of the RTA FY84 Capital Improvement Program is influenced by a number of external factors such as federal and state policy, planning guidelines, and select mandates which assert that various types of capital improvements be given high priority to insure continued eligibility for receipt of federal funding. Working within broad budget constraints, the objective is to achieve a high degree of cost effectiveness for those projects selected.

Achieving this goal requires:

- A careful evaluation of the most critical needs of the region as determined by the RTA with input from the carriers and other external sources;
- A realistic assessment of federal and state funding capabilities; and
- Aggressive support and cooperative actions throughout the year, focused on overcoming various obstacles that would hinder project completion (i.e. delivery of materials, inadequate work forces, availability of equipment, etc.)

The FY84 Capital Improvement Program will add $321.5 million to previous capital investment levels. It should be noted that in conformance with the UMTA anticipated FY84 funds for this region, RTA not only deferred projects in its total capital funding requirements, but also further reduced this program list by placement into either a "Phase I" or "Phase II" category.

The projected $321.5 million program level and project list does not include either the suburban interstate or City of Chicago Interstate Programs which are funded through another Federal Program other than UMTA Sections 3 and 9.

The Phase I Capital Program for FY84 is approximately $279.0 million. Table A Figure A illustrate the distribution of this program among its five major components: Suburban Bus (13%), Commuter Rail (28%), CTA Bus (28%), CTA Rapid Transit (30%), and City of Chicago (1%). Tables B and C follow with a summary of the Five Year Capital Improvement Program.

TABLE A
SUMMARY: RTA'S FY84 PHASE I
RTA CAPITAL IMPROVEMENT PROGRAM
(in millions)

RTA Suburban Bus	$ 35.616	13%
RTA Commuter Rail	78.564	28%
CTA Bus	77.211	28%
CTA Rail	84.609	30%
City of Chicago*	3.000	1%
TOTAL	$279.000	100%

*Projects included are for commuter railroads.

FIGURE A

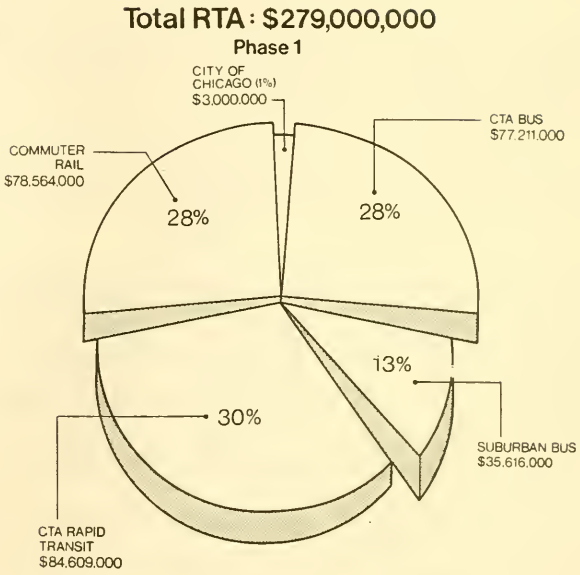


TABLE B
RTA FY84 CAPITAL IMPROVEMENT SUMMARY
(millions of dollars)

	FY84 EST. TOTAL COST	FY84 PHASE I	FY84 PHASE II
RTA Suburban Bus Program	$ 35.616	$ 35.616	$ 0.000
RTA Commuter Rail Program	93.414	78.564	14.850
Subtotal RTA Suburban Bus & Commuter Rail	$129.030	$114.180	$14.850
RTA/CTA Bus Program	$ 85.272	$ 77.211	$ 8.061
RTA/CTA Rapid Transit	101.198	84.609	16.589
Subtotal RTA/CTA Bus & Rapid Transit	$186.470	$161.820	$24.650
City of Chicago	$ 6.000	$ 3.000	$ 3.000
TOTAL FY84 CAPITAL PROGRAM	$321.500	$279.000	$42.500

TABLE C
RTA/CTA FY84-88 BUS, COMMUTER RAIL AND RAPID TRANSIT
CAPITAL IMPROVEMENT PROGRAM - COST SUMMARY

PROJECT	TOTAL EST. FY84-88 COST	TOTAL EST. FY84 COST	FY84 PHASE I	FY84 PHASE II	TOTAL EST FY85-88 CO:
RTA SUBURBAN BUS PROGRAM:					
ROLLING STOCK	$ 43,933,000	$ 752,000	$ 752,000	$ -0-	$ 43,181,00(
GARAGE FACILITIES	71,173,000	30,723,000	30,723,000	-0-	40,450,00(
AMENITIES/EQUIPMENT	4,410,000	575,000	575,000	-0-	3,835,00(
TOTAL	$119,516,000	$ 32,050,000	$ 32,050,000	$ -0-	$ 87,466,00(
CONT./ADMIN.	3,566,000	3,566,000	3,566,000	-0-	-0-
GRAND TOTAL RTA SUBURBAN BUS	$123,082,000	$ 35,616,000	$ 35,616,000	$ -0-	$ 87,466,00(
RTA COMMMUTER RAIL PROGRAM:					
ROLLING STOCK	$ 72,870,000	$ 13,862,000	$ 8,862,000	$ 5,000,000	$ 59,008,00(
TRACK & STRUCTURES	201,242,000	17,611,000	16,271,000	1,340,000	183,631,00(
SIGNAL/ELECT./COMMUN.	54,001,000	14,417,000	13,667,000	750,000	39,584,00(
SUPPORT FAC./EQUIP.	136,130,000	19,012,000	14,012,000	5,000,000	117,118,00(
STATIONS	69,421,000	8,055,000	8,055,000	-0-	61,366,00(
ACQUISITIONS	40,000,000	15,000,000	15,000,000	-0-	25,000,00(
EXTENSIONS	3,000,000	-0-	-0-	-0-	3,000,00(
TOTAL	$576,664,000	$ 87,957,000	$ 75,867,000	$12,090,000	$488,707,00(
CONT./ADMIN.	42,034,000	5,457,000	2,697,000	2,760,000	36,577,00(
GRAND TOTAL RTA COMMUTER RAIL	$618,698,000	$ 93,414,000	$ 78,564,000	$14,850,000	$525,284,00(
GRAND TOTAL RTA SUBURBAN BUS & COMMUTER RAIL	$741,780,000	$129,030,000	$114,180,000	$14,850,000	$612,750,00(

TABLE C
RTA/CTA FY84-88 BUS, COMMUTER RAIL AND RAPID TRANSIT
CAPITAL IMPROVEMENT PROGRAM - COST SUMMARY (Cont.)

PROJECT	TOTAL EST. FY84-88 COST	TOTAL EST. FY84 COST	FY84 PHASE I	FY84 PHASE II	TOTAL EST FY85-88 CO
CTA BUS PROGRAM:					
ROLLING STOCK	$ 135,125,000	$ 40,988,000	$ 40,988,000	$ -0-	$ 91,137,00
SUPPORT FACILITIES	72,634,000	25,104,000	18,729,000	6,375,000	47,530,00
SUPPORT EQUIPMENT	16,771,000	7,250,000	7,250,000	-0-	9,521,00
TOTAL	$ 221,530,000	$ 73,342,000	$ 66,967,000	$ 6,375,000	$148,188,00
CONT./ADMIN.	35,800,000	11,930,000	10,244,000	1,686,000	23,870,00
GRAND TOTAL CTA BUS	$ 257,330,000	$ 85,272,000	$ 77,211,000	$ 8,061,000	$172,058,00
CTA RAPID TRANSIT:					
ROLLING STOCK	$ 320,650,000	$ 41,150,000	$ 40,650,000	$ 500,000	$279,500,00
TRACK & STRUCTURES	154,085,000	25,796,000	21,101,000	4,695,000	128,289,00
SIGNAL/ELECT,/COMMUN.	62,748,000	6,055,000	5,340,000	715,000	56,693,00
SUPPORT FACILITIES	44,787,000	9,045,000	5,375,000	3,670,000	35,742,00
STATIONS	38,299,000	2,009,000	2,009,000	-0-	36,290,00
SUPPORT EQUIPMENT	15,757,000	4,589,000	690,000	3,899,000	11,168,00
TOTAL	$ 636,326,000	$ 88,644,000	$ 75,165,000	$13,479,000	$547,682,00
CONT./ADMIN.	102,464,000	12,554,000	9,444,000	3,110,000	89,910,00
GRAND TOTAL RAPID TRANSIT	$ 738,790,000	$101,198,000	$ 84,609,000	$16,589,000	$637,592,00
GRAND TOTAL CTA BUS & RAPID TRANSIT	$ 996,120,000	$186,470,000	$161,820,000	$24,650,000	$809,650,00

TABLE C
RTA/CTA FY84-88 BUS, COMMUTER RAIL AND RAPID TRANSIT
CAPITAL IMPROVEMENT PROGRAM - COST SUMMARY (Cont.)

PROJECT	TOTAL EST. FY84-88 COST	TOTAL EST. FY84 COST	FY84 PHASE I	FY84 PHASE II	TOTAL EST. FY85-88 COST
TOTAL RTA/AND CTA CAPITAL PROG.	$1,737,900,000	$315,500,000	$276,000,000	$39,500,000	$1,422,400,000
CITY OF CHICAGO*	$ 83,000,000	$ 6,000,000	$ 3,000,000	$ 3,000,000	$ 77,000,000
TOTAL PROGRAM	$1,820,900,000	$321,500,000	$279,000,000	$42,572,000	$1,499,400,000

*ADDITIONAL FUNDS WILL BE PROGRAMMED FOR PARK AND RIDE LOTS AS SITES ARE DETERMINED.

A. PROPOSED FY84 SUBURBAN BUS PROGRAM

The FY84 Suburban Bus Program is for $35.6 million, all of which is in Phase I. Figure B illustrates the distribution of the Phase I Suburban Bus Program by the major components. Garage facilities represent the major portion of the program (86.3%). The remaining program is made up of air operated diesel bus starters, electronic bus destination signs, and contingencies and administration.

The Suburban Bus Storage and Maintenance Facilities Plan was published by RTA in January, 1981. This long range plan proposed a series of modern efficient suburban bus garage facilities in Northeast Illinois. The RTA plan separated the suburban region into four divisions each with a major or Division Bus Garage and a series of smaller Inspection Garages. The FY'82 and '83 Suburban Bus Capital Programs included Garage projects and this program is continued in FY84. Where possible, projects are phased over more than one year in order to maximize available funds and complete the greatest amount of work in a given year.

The FY84 Program includes funds to complete construction for three new division garages: West Division, South Division and the Fox Valley Division (Elgin). The current NORTRAN facility is functioning as the North Division Garage and is being renovated under a previously funded project. A satellite facility for the NORTRAN garage was also previously funded and a site has been located.

The Program also includes funds to complete construction of the Waukegan Bus Garage and the Joliet Paratransit Garage. Renovation of the existing Aurora Department of Transportation Garage will begin in FY84, contract engineering and an environmental review will be done for the expansion/rehabilitation of the Suburban Transit Garage.

Over $30.7 million has been programmed for the seven garage projects in FY84. Approximately $2.5 million will be required in following years to complete these projects. Also, additional new garage projects totaling some $38.0 million will be initiated in the next four years.

The remainder of the FY84 Suburban Bus Program consists of the purchase and installation of air operated diesel starters and electronic bus destination signs. These projects are phased and will be completed in subsequent years.

A. PROPOSED FY84 SUBURBAN BUS PROGRAM

Table D lists the FY84 Suburban Bus Capital Improvement Program Project Summary. The project element number in the far left hand column will guide the reader to the detailed project element descriptions which follow. This table is followed by Figure C which illustrates the locations of the bus program projects. Detailed project descriptions follow the figure.

FIGURE B

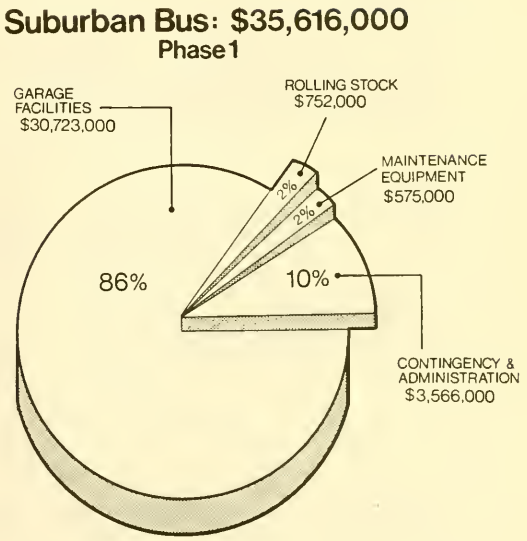


TABLE D

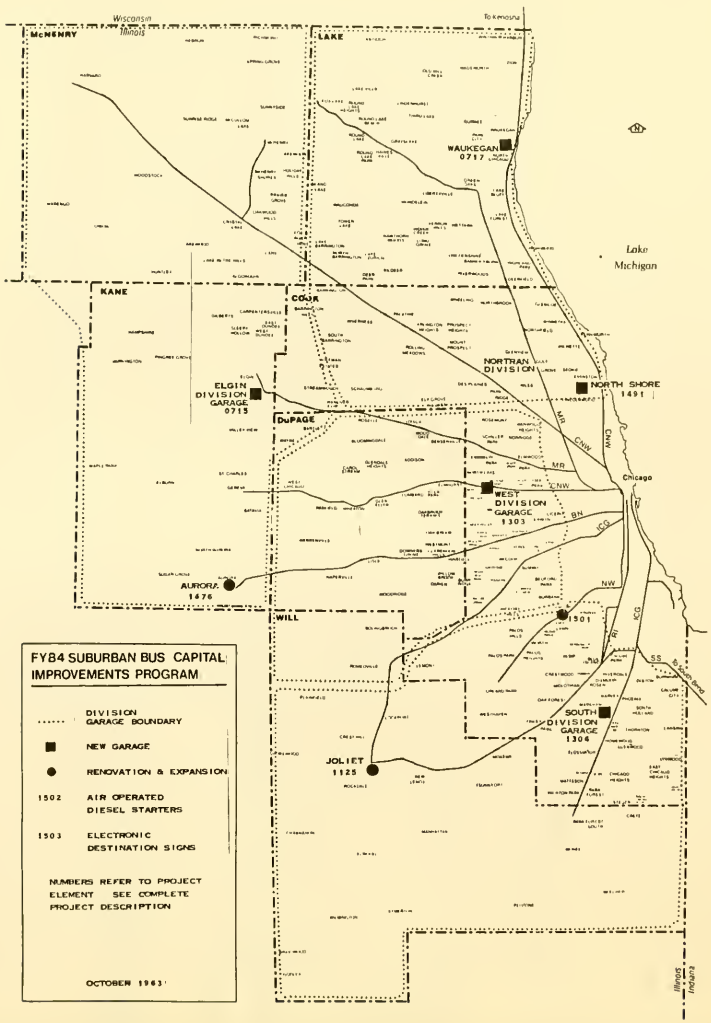
RTA FY84 SUBURBAN BUS CAPITAL PROGRAM

P.E. NO.	DESCRIPTION	CARRIER	COUNTY AFFECTED	PREVIOUSLY FUNDED	FY84 TOTAL	FY84 PHASE I	FY84 PHASE II
BUS GARAGES							
0715	ELGIN BUS GARAGE	ELGIN DOT	K*,C,L	$4,005,908(a,e,m,c)	$ 2,000,000(c)	$ 2,000,000	$ -0-
0717	WAUKEGAN BUS GARAGE	TM-WAUKEGAN	L*	1,117,625(a,e,m,c)	2,773,000(c)	2,773,000	-0-
1476	AURORA BUS GARAGE	AURORA DOT	K*,D	500,000(a,e)	600,000(c)	600,000	-0-
1303	WEST DIVISION BUS GARAGE	TM-WEST TOWNS	C*,D	2,150,000(a,e)	13,000,000(c)	13,000,000	-0-
1304	SOUTH DIVISION BUS GARAGE	RTA	C*,W	1,000,000(a,e)	12,000,000(c)	12,000,000	-0-
1501	SUBURBAN TRANSIT BUS GARAGE	TM-OAK LAWN	C*	-0-	100,000(e)	100,000	-0-
1125	PARATRANSIT GARAGE (12 USG000)	JOLIET MTD	W*	137,000(a,e)	250,000(c)	250,000	-0-
			SUBTOTAL	$8,910,533	$30,723,000	$30,723,000	$ -0-
ROLLING STOCK							
1502	99 AIR OPERATED DIESEL STARTERS	RTA	C,D,K,L,M,W	$ -0-	$ 163,000(m,l)	$ 163,000	$ -0-
1503	163 ELECTRONIC DESTINATION SIGNS	RTA	C,D,K,L,M,W	-0-	589,000(m,l)	589,000	-0-
			SUBTOTAL	$ -0-	$ 752,000	$ 752,000	$ -0-
MAINTENANCE EQUIPMENT							
1504	OFFICE/MAINTENANCE EQUIPMENT	RTA	C,D,K,L,M,W	$ -0-	$ 325,000(m)	$ 325,000	$ -0-
1505	SUPERVISORY & SERV. VEHICLES	RTA	C,D,K,L,M,W	-0-	250,000(m)	250,000	-0-
			SUBTOTAL	$ -0-	$ 575,000	$ 575,000	$ -0-
			TOTAL	$8,910,533	$32,050,000	$32,050,000	$ -0-
			CONTINGENCIES	-0-	3,566,000	3,566,000	-0-
			GRAND TOTAL	$8,910,533	$35,616,000	$35,616,000	$ -0-

ABBREVIATIONS: C-Cook County; D-DuPage County; K-Kane County; L-Lake County; M-McHenry County; W-Will County. Aurora DOT-Aurora Department of Transportation; Elgin DOT-Elgin Department of Transportation; Joliet MTD-Joliet Mass Transit District; TM-Oak Lawn-Transit Management of Oak Lawn; TM-West Towns-Transit Management of West Towns; TM-Waukegan-Transit Management of Waukegan.

*=county of construction
a=acquisition
c=construction
e=engineering
l=labor
m=material

FIGURE C


McHENRY
LAKE
KANE
COOK
DuPAGE
WILL
Wisconsin
Illinois
Kenosha
Lake Michigan
WAUKEGAN 0717
NORTHAN DIVISION
NORTH SHORE 1491
ELGIN DIVISION GARAGE 0715
WEST DIVISION GARAGE 1303
AURORA 1676
1501
SOUTH DIVISION GARAGE 1306
JOLIET 1125
Chicago
MR
CNW
NW
RI
ICG
BN
SS
RID
Illinois
Indiana
FY84 SUBURBAN BUS CAPITAL IMPROVEMENTS PROGRAM
DIVISION GARAGE BOUNDARY
NEW GARAGE
RENOVATION & EXPANSION
1502 AIR OPERATED DIESEL STARTERS
1503 ELECTRONIC DESTINATION SIGNS
NUMBERS REFER TO PROJECT ELEMENT SEE COMPLETE PROJECT DESCRIPTION
OCTOBER 1983

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

0715 - Construct New Fox Valley Division Level Bus Garage

TOTAL ESTIMATED FY84 COST: $ 2,000,000 Phase I

LOCATION

Elgin Department of Transportation, Crystal Street, Elgin, Illinois. (Construction is in Kane County; Cook County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project element involves land acquisition, engineering/design, construction and inspection of a new bus storage and maintenance facility for the Elgin Department of Transportation (DOT). Elgin's current bus garage, located on Crystal Street between Pine Avenue and Buckeye Street, is inadequate to meet the demands of the existing bus fleet. The present location does not offer any opportunity for garage expansion due to the facts that the adjacent property is either topographically unsuitable or devoted to alternative land use. It is, therefore, necessary to build a new bus storage/maintenance facility at a different location to house the Elgin DOT fleet.

The proposed facility initially will provide storage capacity and maintenance areas for 45 buses in the Elgin fleet. The facility will be designed to allow for future expansion as required. Initial construction of approximately 60,000 square feet is anticipated. In addition, the facility will be designed to provide periodic maintenance for buses in the Aurora and McHenry County fleets and for paratransit vehicles in Kane and McHenry Counties.

The Elgin system currently stores 31 vehicles on the Pine Avenue site and at a remote storage lot. The current peak vehicle requirement is 20 buses.

PROJECT ELEMENT

0715 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Previously approved funds are being used for land acquisition, engineering and architectural services and project construction. Funds requested in FY84 will provide the balance of funds required to fully fund project construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	2,000,000
TOTAL ESTIMATED COST	$ 2,000,000*

FUNDING SCHEDULE

Previously Funded	$ 3,505,908
FY83	500,000
FY84 Phase I	2,000,000*
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 6,005,908

*All State (IDOT) funds for this project are approved.

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

0717 - Construct New RTA Waukegan Bus Garage

TOTAL ESTIMATED FY84 COST: $2,773,000 Phase I

LOCATION

RTA Bus Garage Facility, 1400 West 10th Street, Waukegan, Illinois. (Construction/Benefit is in Lake County)

PROJECT ELEMENT DESCRIPTION

This project element is for the replacement of the RTA Waukegan Bus Storage and Maintenance Facility which is currently managed by Transit Management of Waukegan. The RTA conducted a site plan study for improvements to the Waukegan Bus Garage utilizing the existing site and the adjacent two acres of land. The study examined the cost effectiveness of expanding and renovating the existing facility versus building a new facility. The study concluded that the acquisition of the adjacent two acres of land and construction of a new facility would prove to be the most cost effective solution over a period of years.

The new garage will be constructed to the north of the existing facility. The existing garage will remain in service until the new one is completed, and then be demolished.

The new facility will be designed with future growth needs in mind. The facility will include a bus service area for fueling, interior cleaning, vaulting and washing. Administration, Transportation Operations and Maintenance areas will be located in the new facility and will be expanded to provide more efficient facility operation. The new bus storage area will be oriented in a north/south direction which will improve maneuverability and increase the bus storage space capacity to 45. The new facility will be approximately 53,000 square feet. This area will be designed to allow for expansion as future needs dictate. Peak vehicle requirement is 19 buses. Currently, 39 vehicles are stored on the site.

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

PROJECT ELEMENT

0717 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Previously approved funds and FY83 funds are being used for land acquisition, engineering and initial construction. FY84 funds will be used for the remainder of construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	2,773,000
TOTAL ESTIMATED COST	$ 2,773,000

FUNDING SCHEDULE

Previously Funded	$ 940,000
FY83	177,625
FY84 Phase I	2,773,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 3,890,625

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1476 - Rehabilitation of Existing Garage for the Aurora Department of Transportation.

TOTAL ESTIMATED FY84 COST: $ 600,000 Phase I

LOCATION

Aurora Department of Transportation, 659 South River Street, Aurora, Illinois. (Construction is in Kane County; DuPage County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project involves the renovation of the existing Aurora Department of Transportation (DOT) bus garage and the acquisition and renovation of the former Aurora Municipal Incinerator/Garage building. The existing bus garage is a sound structure. However, it lacks adequate space to accommodate administrative, transportation operations and maintenance areas. The existing structure will be expanded and renovated to provide additional indoor bus storage. The administrative offices and maintenance areas will be moved to the vacant municipal facility.

The Aurora Municipal Incinerator/Garage building will be purchased and renovated to include the administrative offices, and the maintenance center which will include: repair bays; work areas; stockroom; and maintenance personnel locker and restrooms.

Funds requested in FY83 will be used for land acquisition, engineering and architectural services. FY84 funds will be used for renovation of the incinerator building, and FY85-88 funds used to purchase equipment and to renovate and expand the present bus garage. The ADOT system currently stores 25 vehicles on site and has a peak vehicle requirement of 17 buses.

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

PROJECT ELEMENT

1476-(Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	600,000
TOTAL ESTIMATED COST	$ 600,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	500,000
FY84 Phase I	600,000
FY84 Phase II	-0-
FY85-88	700,000
TOTAL ESTIMATED COST	$ 1,800,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1303 - Construct New RTA West Division Bus Garage

TOTAL ESTIMATED FY84 COST: $13,000,000 Phase I

LOCATION

RTA/West Towns 3600 Lake Street, Melrose Park, Illinois. (Construction is in Cook County; DuPage County will also benefit)

PROJECT ELEMENT DESCRIPTION

Currently the RTA/West Towns bus system is operated out of an old streetcar barn in Oak Park, Illinois and is managed by Transit Management of West Towns. The existing facility is in need of major rehabilitation and the acquisition of additional land would be required to bring the facility up to optimum operating capacity. Additional land is not readily available. Therefore, relocation to a new, larger facility is necessary.

The Division Garage performs maintenance functions that are more time consuming, infrequent and/or require specialized equipment and labor. These functions are not performed at Inspection Garages. The West Division Garage will perform functions such as: 18,000 mile inspections, major inframe repairs and major component exchanges. The garage will be responsible for the daily storage, maintenance and operation of vehicles serving west Cook and east DuPage Counties. The facility will also provide centralized administrative and maintenance functions for vehicles operated from the DuPage County Inspection Garage. DuPage vehicles will receive major repairs only at this facility. Additionally, the West Division Garage will be the central radio and farebox repair facility for this Division.

Major repairs on paratransit vehicles, in the Division, will be done at this facility. Storage and minor repairs for the paratransit fleet will remain the responsibility of sponsoring agencies or communities.

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

PROJECT ELEMENT

1303 - (Cont.)

PROJECT ELEMENT DESCRIPTION

This project element is designed to be implemented in stages. The first stage of construction will include all maintenance, transportation and administrative areas necessary for a fleet of 175 vehicles. Initially, inside storage will be provided for only 125± vehicles. The second stage will involve the expansion of the inside storage area to accommodate a fleet of 175 vehicles, with a final stage expanding the entire facility as required to meet the demands of the Division. The initial stage of construction will involve approximately 200,000 square feet. The current fleet stored at the RTA Oak Park facility is 92 buses. Peak vehicle requirement is 63 buses.

Previously approved funds are being used for land acquisition and engineering and architectural services. Funds requested in FY84 will be used for the first stage of construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	13,000,000
TOTAL ESTIMATED COST	$ 13,000,000

FUNDING SCHEDOLE

Previously Funded	$ 2,150,000
FY83	-0-
FY84 Phase I	13,000,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 15,150,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1304 - Construct New RTA South Division Bus Garage

TOTAL ESTIMATED FY84 COST: $12,000,000 Phase I

LOCATION

South Suburban Safeway Lines, 163rd Place & Dixie Highway, Markham, Illinois. (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

The South Division Garage operations are currently housed in the South Suburban Safeway Garage located at 209 East 154th Street, Harvey, Illinois, and in the South Holland Garage at 405 Taft Drive, South Holland, Illinois, and are managed by Transit Management of Harvey. Neither facility is designed for a major transit facility and both are severely overcrowded. Additional land is not available for expansion. Therefore, relocation to a new site is necessary and will enable consolidation of the facilities.

The South Division Garage will be responsible for the storage, maintenance, and operation of vehicles serving south Cook and east Will Counties. In addition, centralized administration and major maintenance for vehicles operated by the Joliet Mass Transit District and vehicles operated from the Oak Lawn Inspection Garage (Transit Management of Oak Lawn facility) will be conducted at this facility.

Major maintenance for paratransit vehicles in the Division will be handled by this facility. Storage and minor repairs for the paratransit fleet will remain the responsibility of sponsoring communities or agencies.

PROJECT ELEMENT

1304 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Garage plans for this project will be designed for staged construction implementation. The first stage of construction will include maintenance, transportation, and administrative space for a fleet of approximately 175+ vehicles and will involve approximately 200,000 square feet. Inside storage initially will be for 125+ vehicles. The second stage of construction will expand the inside storage space to accommodate a fleet of 175 vehicles.

The current facilities store 112 buses. Peak vehicle requirement is 57 buses.

Previous funding is being used for land acquisition, engineering and architectural services. FY84 funds will be used for construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	12,000,000
TOTAL ESTIMATED COST	$12,000,000

FUNDING SCHEDULE

Previously Funded	$ 1,000,000
FY83	-0-
FY84 Phase I	12,000,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$13,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1501 - Expansion/Rehabilitation Suburban Transit Garage

TOTAL ESTIMATED FY84 COST: $ 100,000 Phase I

LOCATION

Transit Management of Oak Lawn Garage, 5800 West 95th Street, Oak Lawn, Illinois. (Construction is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project calls for the expansion and rehabilitation of the Suburban Transit Garage in Oak Lawn, Illinois, which is currently managed by Transit Management of Oak Lawn. The existing facility is extremely overcrowded. Major problems with this garage include: inadequate space for transportation operations; inadequate administration space; inadequate maintenance/repair areas; and lack of a vehicle service lane for fueling, washing and cleaning.

Several alternatives for rehabilitating the maintenance/repair area have been considered. The RTA has concluded that rehabilitating this area in its current location is neither practical nor cost effective. The removal of the maintenance area from the east side of the garage would enable the facility to be rehabilitated thus allowing for the expansion of the transportation operations and administrative offices area. The maintenance area would be relocated and constructed to the west of the present facility. The new maintenance area would be constructed to include sufficient areas for vehicle repair, servicing and expanded storage. The renovation of this site will allow for a single counterclockwise flow through sweep. Buses will enter from the southwest corner of the site (away from the houses on Manard Avenue), stack up at that location (on-site), then proceed through fueling/washing/cleaning and directly into vehicle storage. Approximately 18,000 square feet will be added to the facility and 6,500 square feet will be renovated.

PROJECT ELEMENT

1501 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Currently, 36 vehicles are stored at this facility and the peak vehicle requirement is 22 buses.

FY84 funds are requested for engineering and architectural services. Future funding will be used for construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 100,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 100,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	100,000
FY84 Phase II	-0-
FY85-88	1,750,000
TOTAL ESTIMATED COST	$ 1,850,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Garage Facility

PROJECT ELEMENT

1125 - Renovation of real property commonly known as 12 Osgood Street, Joliet, Illinois to be used for paratransit and regular transit services operated out of the Joliet area.

TOTAL ESTIMATED FY84 COST: $250,000 Phase I

LOCATION

12 Osgood Street, Joliet, Illinois (Construction/Benefit is in Will County)

PROJECT ELEMENT DESCRIPTION

Presently, the Joliet Mass Transit District (JMTD) and the Handicapped Elderly Personalized Transportation Service (HEPT), a paratransit service for Will County, operate from a garage located at 9 Osgood Avenue, Joliet, Illinois. This location is not large enough to adequately serve the two operations.

It is anticipated that the JMTD fleet will grow from its present level of 46 buses to 65± by the year 2000. To accommodate this expansion as well as to eliminate the overcrowding of the shared facility, the RTA has acquired the building immediately, southeast of the JMTD garage at 12 Osgood Street (IL-03-0090).

12 Osgood Street was originally constructed as a bus garage but subsequently was converted to an electrical supply warehouse. Once renovated the new facility will house the entire HEPT paratransit operation and JMTD's heavy maintenance activities and parts storage.

Previous funding was used for the acquisition of the property at 12 Osgood Street. FY83 funding will be used for engineering and FY84 funding will he used for renovation.

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

PROJECT ELEMENT

1125 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Constructions	250,000
TOTAL ESTIMATED COST	$ 250,000

FUNDING SCHEDULE

Previously Funded	$ 112,000
FY83	25,000
FY84 Phase I	250,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 387,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1502 - Purchase/Install 99 Air Operated Diesel Bus Starters (RTA)

TOTAL ESTIMATED FY84 COST: $ 163,000 Phase I

LOCATION

RTA Six County Region

PROJECT ELEMENT DESCRIPTION

This project element is for the purchase and installation of 237 air operated diesel bus starters. Air starters utilize compressed air instead of battery power to start diesel engine buses. The primary advantage this type of starter offers is the virtual elimination of cold weather starting problems associated with battery powered starters.

The RTA tested two Ingersoll-Rand air starters for more than one year at South Suburban Safeway Lines with extremely satisfactory results. Subsequently, 125 air starters were purchased and installed. The buses equipped with air starters experienced little or no problems related to starting and had greatly reduced electrical system failures.

The utilization of air starters will enable the RTA to reduce, by half, the number of batteries carried on each bus; reduce the failure rate of those batteries carried; reduce battery replacement costs; and eliminate the need for overnight and layover idling, thereby realizing a substantial savings in fuel.

The 237 air starter installation kits will be placed in 99 GFC Model 870 buses (8V71DDA engines) at a cost of approximately $163,020 and 138 GMC Model 4523A buses (6V71DDA engines) at a cost of approximately $226,980.

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

PROJECT ELEMENT

1502 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Air starters are included in the specifications for all new orders of transit vehicles. By retrofitting the newest of the RTA fleet we can begin to standardize the use of the air starters in the fleet sooner than through attrition alone.

FY84 funding is for the purchase and installation of 99 starters. Future funding will be requested to complete the remaining 138 targeted buses.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	148,500
Contract Construction	14,500
TOTAL ESTIMATED COST	$ 163,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	163,000
FY84 Phase II	-0-
FY85-88	227,000
TOTAL ESTIMATED COST	$ 390,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1503 - Purchase/Install 163 Electronic Bus Destination Signs

TOTAL ESTIMATED FY84 COST: $ 589,000 Phase I

LOCATION

RTA Six County Region

PROJECT ELEMENT DESCRIPTION

The RTA has begun a program of standardization and replacement of electronic bus destination signs under Project Elements D61311, D71218 and D81327. This project involves the purchase and installation of 305 electronic bus destination signs over a staged period of the time.

The utilization of electronic destination signs serves to improve passenger identification, selection of the proper bus route, and to eliminate the high maintenance costs of roller curtain signs. The current methods of displaying route and destination information on the majority of RTA buses is via the use of roller curtains and/or windshield placecards. Roller curtains are highly inflexible and expensive to maintain, and windshield placecards are only a stopgap means of displaying information. The RTA is having to employ windshield cards more frequently due to the high expense and inability to remake roller curtains when routes are changed or new routes initiated.

The standardization of rolling stock and ancillary equipment has made it feasible for the RTA to transfer rolling stock between operating facilities. However, this flexibility is hampered and rolling stock transfers made more expensive to execute when roller curtains must be transferred during each exchange of equipment between facilities. The installation of the electronic destination signs will serve to remedy the stated problems.

PROJECT ELEMENT

1503 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funding will be for the purchase and installation of 163 electronic destination signs. Subsequent funding will be required to complete the remaining 142 buses.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	570,500
Contract Construction	18,500
TOTAL ESTIMATED COST	$ 589,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	589,000
FY84 Phase II	-0-
FY85-88	513,000
TOTAL ESTIMATED COST	$ 1,102,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1504 - New & Replacement Maintenance Equipment for Suburban Bus Systems

TOTAL ESTIMATED FY84 COST: $ 325,000 Phase I

LOCATION

At 11 locations in the RTA Suburban Bus service area, as follows:

1. Aurora Transit System:
   44 E. Downer Street, Aurora, IL 60507
2. Elgin DOT:
   150 Dexter Court, Elgin, IL 60120
3. Joliet MTD:
   9 Osgood Street, Joliet, IL 60433
4. NORTRAN (North Suburban Mass Transit District):
   900 E. NorthWest Highway, Des Plaines, IL 60017
5. Transit Management of Harvey:
   209 E. 154th Street, Harvey, IL 60426
6. South Holland Bus Garage:
   405 Taft Drive, South Holland, IL 60473
7. Transit Management of Oak Lawn:
   5800 W. 95th Street, Oak Lawn, IL 60453
8. Transit Management of Waukegan, Inc.:
   1400 W. 10th Street, Waukegan, IL. 60085
9. Transit Management of West Towns, Inc.:
   259 Lake Street, Oak Park, IL 60302
10. Village of Wilmette:
    1200 Wilmette Avenue, Wilmette, IL 60091
11. City of Highland Park:
    1707 St. John's Avenue, Highland Park, IL 60035

PROJECT ELEMENT

1504 - (Cont.)

PROJECT ELEMENT DESCRIPTION

The RTA Suburban Bus Program provides larger carriers with tools and materials to do all major and minor work at the respective property. Smaller carriers are provided the means to do work with the exception of major body work, major overhaul of engines, transmission and air conditioning units.

The attached list contains an itemization of the equipment to be purchased and the carrier to which the assignment will be made. At the completion of construction of any new divisional garage, equipment appropriate for use at divisional level will be moved.

The equipment being sought under this project is either new (N), where the equipment is not presently provided to the carriers, or replacement (R), where the carrier's present equipment is obsolete, inoperable, or inadequate.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 17,390
Contract Purchases	307,610
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 325,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	325,000
FY84 Phase II	-0-
FY85-88	800,000
TOTAL ESTIMATED COST	$ 1,125,000

EQUIPMENT DESCRIPTION	Unit Cost	A	B	C	D	E	F	G	H	I	J	K	Total Cost	New or Replacement
100 Ton Press	4,200			1					1				8,400	R
Environmental Door Curtains	1,000	2											2,000	N
Brake Drum Lathe	27,000						1			1			54,000	N,R
Floor Scrubber	29,000			1						1			58,000	N
Multi-Battery Charging Stn.	300		1								1		600	N
Portable Bus Litt	25,000		1			2			1		1		125,000	N
A/C Charging Station	500		1										500	N
Hydraulic Pallet Truck	500				1				1				1,000	N
10 Ton Hydraulic Floor Jack	1,200			2				1	1				4,800	N
Update Vehicle Board	500			1				1	1				1,500	N
Bench Vise 8"	840			4			1		2	1			6,720	R
Part Washer (Agitator)	1,500			1									1,500	N
Chain Hoist 5 Ton on/rail	3,500			1						1			7,000	N
Wheel Dollie Jack	800			1									800	N
1" Air Impact Slipshank	500			1									500	N
Steam Clener	2,500			1									2,500	N
Battery Charger	300			1									300	N

*KEY TO OPERATORS A - K

A = Aurora
B = Elgin DOT
C = Joliet MTD
D = NORTRAN
E = Transit Management of Harvey
F = South Holland Garage
G = Transit Management of Oak Lawn
H = Transit Management of Waukegan
I = Transit Management of West Towns
J = Village of Wilmette
K = City of Highland Park

EQUIPMENT DESCRIPTION	Unit Cost	A	B	C	D	E	F	G	H	I	J	K	Total Cost	New or Replacement
230 AMP Arc Welder	1,200			1									1,200	N
Drill Press Upright	1,650			1									1,650	N
Bench Grinder 6" On/St.	425			1			1						850	N
Bench Grinder 10" On/St.	600			1						1			1,200	N
Wedge Jack HK6-2	3,900			1		1				1			11,700	N
Differential Dollie	1,000			1									1,000	N
Bumper Jack Large	750			1									750	N
1" Electric Drill	620			1			1						1,240	N
3/4" Air Impact	300			1									300	N
Mobile Crane	1,500			1									1,500	N
Eye Wash Fountain	300			1					1				600	N
Sandblast Cabinet	700									1			700	N
Starter Generator Test Bench	4,900							1		1			9,800	N
									TOTAL				307,610	

*KEY TO OPERATORS A - K

A = Aurora
B = Elgin DOT
C = Joliet MTD
D = NORTRAN
E = Transit Management of Harvey
F = South Holland Garage
G = Transit Management of Oak Lawn
H = Transit Management of Waukegan
I = Transit Management of West Towns
J = Village of Wilmette
K = City of Highland Park

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

CATEGORY: Maintenance Equipment

PROJECT ELEMENT

1505 - Supervisory & Service Vehicles

TOTAL ESTIMATED FY84 COST: $ 250,000 Phase I

LOCATION

At 9 locations in the RTA Suburban Bus service area, as follows:

1. Aurora Transit System:
   44 E Downer Street, Aurora, IL 60507
2. Elgin DOT:
   150 Dexter Court, Elgin, IL 60120
3. Joliet MTO:
   9 Osgood Street, Joliet, IL 60433
4. NORTRAN (North Suburban Mass Transit District):
   900 E. NorthWest Highway, Des Plaines, IL 60017
5. Transit Management of Harvey:
   209 E. 154th Street, Harvey, IL 60426
6. Transit Management of Oak Lawn:
   5800 W. 95th Street, Oak Lawn, IL 60453
7. Transit Management of Waukegan, Inc.:
   259 Lake Street, Oak Park, IL 60302
8. Transit Management of West Towns Inc.
   1400 W. 10th Street, Waukegan, IL 60085
9. RTA Bus Maintenance:
   300 N. State Street, Chicago, IL 60610

(Cook, DuPage, Kane, Lake, McHenry and Will Counties will benefit)

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

PROJECT ELEMENT

1505 - (Cont.)

PROJECT ELEMENT DESCRIPTION

The FY84 Vehicle Acquisition Program consists of the following:

1. Acquisition of two (2) small utility vehicles to replace two 1980 Ford Fairmont station wagons in use by RTA bus maintenance staff. Both 1980 models are past 90,000 miles and in need of major maintenance. The Fairmonts will be assigned to less rigorous duties, one to Transit Management of West Towns and one to RTA Bus Operations. In turn, a 1976 Chevrolet Nova at West Towns will be disposed of. Salvage value of the Nova will be credited to project A70410. The vehicle was previously programmed to be retired against that project but was retained on the property when RTA experienced a vehicle shortage.

2. Acquisition of four (4) Chevrolet Impalas to replace four 1978 Impalas, which will be assigned to less rigorous duties. The 1978 models have accumulated mileages of 77,300, 53,000, 51,000 and 71,000. The new vehicles will be assigned to Transit Management of Oak Lawn (2), Transit Management of West Towns, and Joliet MTD.

   The "re-assigned" 1978 models will be assigned to Waukegan and West Towns (2 each) to retire two 1975 Dodge Monacos and two 1976 Chevy Novas, which will be disposed of and salvage value credited to project A70410.

3. Acquisition of one (1) Chevrolet Impala which will be assigned to Aurora to permit the General Manager to return a car borrowed from the City of Aurora.

4. Acquisition of two (2) four wheel drive service vehicles for allocation to NORTRAN and Transit Management of Waukegan. Two existing vehicles, which are used for snow plowing and road service by the same operators, are in deteriorated mechanical and physical condition. While their odometers show 27,000 and 30,000 respectively, they have been in heavy duty use for seven years.

PROJECT ELEMENT

1505 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Salvage value of the replaced vehicles will be credited to this grant.

5. Acquisition of one (1) three-ton tow truck which will be assigned to NORTRAN. The purchase will be of one cab/chassis. A Holmes wrecker box will be removed from an existing vehicle and affixed to the new vehicle. The vehicle to be replaced has 28,000 miles on the odometer, but the chassis is severely degraded after 7 years of heavy duty use.

6. Acquisition of seven (7) new Chevrolet Impalas to add to the RTA vehicle fleet. These will be assigned as follows:

   * Three (3) to Transit Management of Harvey
   * One (1) to Transit Management of West Towns
   * One (1) to Transit Management of Oak Lawn
   * One (1) to Elgin DOT
   * One (1) to NORTRAN

7. Acquisition of one (1) front end loader for assignment to Transit Management of Waukegan, to replace one which was transferred to the South Holland facility when it was opened.

The general purposes to which the vehicles will be put are:

I) to meet the conditions of RTA/ATE Management, Inc. contracts in which RTA supplies managers' vehicles (4 new Impalas)

II) assignment of additional road supervisers' vehicles (2 new Impalas)

III) to replace two leased vehicles at Harvey and Aurora (2 new Impalas)

IV) to provide RTA's radio and farebox unit with new vehicles until repair vans can be acquired (2 small utility vehicles)

PROJECT ELEMENT

1505 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Re-assigned vehicles will retire older, more maintenance-sensitive vehicles and provide automobiles for drivers' relief services instead of buses. By reducing bus deadhead miles, the cost of drivers' relief is reduced.

See attached table for FY84 Vehicle Acquisition Schedule.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 10,000
Contract Purchases	240,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 250,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	250,000
FY84 Phase II	-0-
FY85-88	260,000
TOTAL ESTIMATED COST	$ 510,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 SUBURBAN BUS PROGRAM

PROJECT ELEMENT

1505 - (Cont.)

Description	Unit Cost	A	B	C	D	E	F	G	H	I	J	K	L	Total Cost
Supervisory Vehicle	10,000	1	1	1	1	3		3		2				$ 120,000
4WD Utility Vehicle	15,000												2	30,000
4X4 Service Veh. W/Plow	20,000				1				1					40,000
3 Ton Cab/Chassis	15,000				1									15,000
Waldon 6,000 Front Loader	35,000								1					35,000
TOTALS		1	1	1	3	3		3	2	2			2	$ 240,000

OPERATORS

A = Aurora Transit System
B = Elgin DOT
C = Joliet MTD
D = NORTRAN
E = Transit Management of Harvey
F = South Holland Garage
G = Transit Management of Oak Lawn
H = Transit Management of Waukegan
I = Transit Management of West Towns
J = Village of Wilmette
K = City of Highland Park
L = RTA Maintenance

B. FY84 COMMUTER RAIL PROGRAM

The total cost of the FY84 Commuter Rail Program is $93.414 million. The Phase I portion is $78.564 million and the Phase II portion is $14.850 million. Figure D illustrates the distribution of the Phase I Commuter Rail Program among its major components.

Highlights of the FY84 Program include funding for rehabilitation of rolling stock, continued upgrading of track and structures and the continuation of the upgrading of commuter rail yards.

Projects are chosen based on the criteria discussed in Chapter I. Planning studies such as: the Interlocking Plant Consolidation Study, the Yard Consolidation Study, the Rail Car and Locomotive Rehabilitation Study, and individual station studies are also used to determine capital projects.

Bridge improvements and station improvements are also substantial portions of the program, along with signal/electrical/communication projects.

Table E lists the FY84 Rail Capital Rail Improvement Program Project Summary. The project element number in the far left hand column will guide the reader to the detailed project element descriptions which follow. This Table is followed by sections which detail the major components of the Commuter Rail Program. These sections include figures illustrating project locations and detailed project descriptions.

FIGURE D

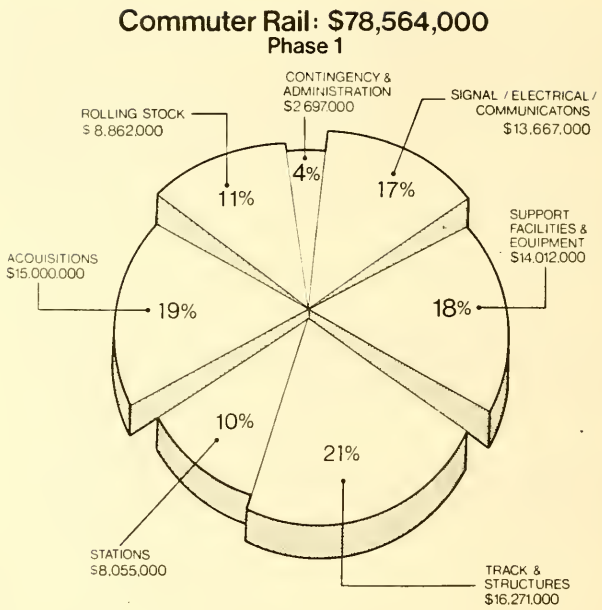

Commuter Rail: $78,564,000
Phase 1
CONTINGENCY & ADMINISTRATION $2,697,000
4%
SIGNAL / ELECTRICAL / COMMUNICATONS $13,667,000
17%
ROLLING STOCK $ 8,862,000
11%
SUPPORT FACILITIES & EQUIPMENT $14,012,000
18%
ACQUISITIONS $15,000,000
19%
10%
STATIONS $8,055,000
21%
TRACK & STRUCTURES $16,271,000

TABLE E

RTA FY84 RAIL CAPITAL PROGRAM

P.E. NO.	DESCRIPTION	CARRIER	COUNTY AFFECTED	PREVIOUSLY FUNDED	FY84 TOTAL	FY84 PHASE I	FY84 PHASE II
ROLLING STOCK							
1402	ACQ./REHAB. 16 CARS	CNW	C,D,K,L,M	$ 2,500,000(a,m,l)	$ 800,000(m,l)	$ 800,000	$ -0-
1403	REHAB. 25 LOCOMOTIVES	BN	C,D,K	1,000,000(m,l)	700,000(m,l)	700,000	-0-
1006	OVERHAUL 15 LOCOMOTIVES	NIRC-M	C,D,K,L	1,275,000(m,l)	2,475,000(m,l)	2,475,000	-0-
1506	REHAB. 40 CARS	NIRC-M	C,D,K,L	-0-	3,500,000(m,l)	-0-	3,500,000
1507	OVERHAUL 12 LOCOMOTIVES	NIRC-RI	C,W	-0-	3,000,000(m,l)	1,500,000	1,500,000
1508	REHAB. 10 CARS	ICG	C,W	-0-	2,718,000(m,l)	2,718,000	-0-
1509	PURCHASE 30 TRACTION MOTORS	ICG	C,W	-0-	594,000(m,)	594,000	-0-
1510	PURCHASE AUXILARY CAR PARTS	ICG	C,W	-0-	75,000(m,)	75,000	-0-
			SUBTOTAL	$ 4,775,000	$13,862,000	$ 8,862,000	$5,000,000
TRACK & STRUCTURE							
1409	BRIDGE RENEWAL	CNW	C*,D,K*,L,M	$ 300,000(e)	$ 1,000,000(m,l)	$ 660,000	$ 340,000
1511	TIES & BALLAST	CNW	C,D,K,L,M	-0-	3,159,000(m,l)	2,659,000	500,000
1512	RAIL INSTALLATION	CNW	C,D,K*,L*,M	-0-	4,173,000(m,l)	3,673,000	500,000
1211	UPGRADE & SINGLE TRACK SO. CHGO. BRANCH	ICG	C*	1,820,000(e,m,l)	2,000,000(m,l)	2,000,000	-0-
0534	ROW REHAB.-SO. TRACK-BRIDGE WORK	NIRC-RI	C,W	7,052,300(e,m,i)	2,000,000(l)	2,000,000	-0-
1419	ROW RAIL-CHGO. TO ENGLEWOOD	NIRC-RI	C*,W	2,300,000(m,l)	1,500,000(m,l)	1,500,000	-0-
1429	ROW RAIL (CANAL/RANDOLPH) - CUS	NIRC-M	C*,D,K,L	226,000(m)	154,000(l)	154,000	-0-
1426	BRIDGE RENEWAL	NIRC-M	C*,D,K*,L	300,000(e)	450,000(m,l)	450,000	-0-
1513	REHAB. EMBANKMENT-RANDOLPH STREET	ICG	C*,W	-0-	100,000(e)	100,000	-0-
1016	BRIDGE RENEWAL-CONGRESS TO 16TH ST.	NIRC-RI	C*,W	1,800,000(e,m,l)	2,000,000(l)	2,000,000	-0-
1216	REHAB. BRIDGES-BRIDGE #10 TO JOLIET	NIRC-RI	C*,W*	2,250,000(e,m,l)	1,075,000(l)	1,075,000	-0-
			SUBTOTAL	$16,048,300	$17,611,000	$16,271,000	$1,340,000

*=county of construction
a=acquisition
c=construction
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l=labor
m=material

TABLE E

RTA FY84 RAIL CAPITAL PROGRAM

P.E. NO.	DESCRIPTION	CARRIER	COUNTY AFFECTED	PREVIOUSLY FUNDED	FY84 TOTAL	FY84 PHASE I	FY84 PHASE II
SIGNAL/ELECTRICAL/COMMUNICATIONS							
12U7	CONSOLIDATE & REBUILD LAKE ST. & CLINTON ST. INTERLOCKINGS	CNW	C*,D,K,L,M	$ 360,000(e,m,l)	$ 3,000,000(m,l)	$ 3,000,000	$ -0-
1477	INSTALL BI-DIRECTIONAL SIGNALLING-OEERING TO WILMETTE	CNW	C*,L	1,200,000(e,m,l)	2,205,000(e,m,l)	2,205,000	-0-
1514	INSTALL ADVANCE APPROACH SIGNALS-67TH ST. TO 115TH ST.	ICG	C*,W	-0-	383,000(e,m,l)	383,000	-0-
0S56	INSTALL POWER INTERLOCKER CONTROL- 51ST ST. & 67TH ST.	ICG	C*,W	4,818,000(e,m,l)	500,000(l)	500,000	-0-
1444	UPGRADE AC & DC ELECTRICAL FEEDERS, CE & ICG SUBSTATIONS	ICG	C*,W	50,000(e)	900,000(e,m)	350,000	550,000
1519	REHABILITATE SUBSTATIONS	ICG	C*,W	-0-	1,000,000(e,m,c)	1,000,000	-0-
1442	INSTALL SUPERVISORY SYSTEM & DEDICATED CABLE DC SUB & TIE STATIONS (CE SYSTEM)	ICG	C*,W	500,000(e,m)	600,000(m,l)	600,000	-0-
1515	INSTALL ADVANCE APPROACH SIGNALS	ICG	C*,W	-0-	30,000(e,m,l)	30,000	-0-
1516	INSTALL MOTOR OPERATED DC DISCONNECT SWITCH-11TH PL.	ICG	C*,W	-0-	33,000(e,m,l)	33,000	-0-
1517	REPLACE SIGNAL CABLE	NIRC-RI	C*,W*	-0-	200,000(e,m,l)	200,000	-0-
1518	CTC-BARTLETT TO ALMORA INCLUDING CROSSOVERS	NIRC-M	C,D,K*	-0-	1,000,000(e,m,l)	1,000,000	-0-
1441	UPGRADE PAL SYSTEM	ICG	C*,W	50,000(e)	100,000(e)	100,000	-0-
1220	RENEW MESSENGER WIRE	ICG	C*,W	890,000(e,m,l)	450,000(l)	450,000	-0-
1447	RENEW MESSENGER WIRE	ICG	C*,W	435,000(e,m)	450,000(l)	450,000	-0-
1S20	RENEW MESSENGER WIRE	ICG	C*,W	-0-	850,000(e,m,l)	850,000	-0-
1451	RENEW SIGNAL TRANSFORMERS-CUS	BN,ICG,M,NW	C*,D,K,L,W	400,000(m,l)	200,000(m,l)	200,000	-0-
1427	RENEW CUS INTERLOCKING	BN,ICG,M,NW	C*,D,K,L,W	200,000(e)	2,000,000(m,l)	2,000,000	-0-
1S21	UPGRADE OC IMPEDANCE BONDS	ICG	C*,W	-0-	116,000(m,c)	116,000	-0-
1448	5SO VAC POWER	NIRC-RI	C*,W*	25,000(e)	200,000(m,l)	200,000	-0-
1522	UPGRADE/INSTALL SWITCH HEATERS	ICG	C*,W	-0-	100,000(e,m,l)	-0-	100,000
1523	UPGRADE AC DISTRIBUTION SYSTEM	ICG	C*,W	-0-	100,000(e)	-0-	100,000
			SUBTOTAL	$ 8,928,000	$14,417,000	$13,667,000	$ 750,000

*=county of construction
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TABLE E

RTA FY84 RAIL CAPITAL PROGRAM

P.E. No.	DESCRIPTION	CARRIER	COUNTY AFFECTED	PREVIOUSLY FUNDED	FY84 TOTAL	FY84 PHASE I	FY84 PHASE II
SUPPORT FACILITIES & EQUIPMENT							
1225	M19A DIESEL SHOP	CNW	C*,D,K,L,M	$ 375,000(e)	$ 2,000,000(m,l)	$ 1,500,000	$ 500,000
1224	CALIFORNIA AVE. COACH YARD	CNW	C*,D,K,L,M	375,000(e)	2,000,000(m,l)	1,500,000	500,000
1072	NEW OC CREW FACILITIES	ICG	C*W	600,000(e,l)	1,000,000(l)	1,000,000	-0-
1229	REHAB. 14TH ST. YARD	BN	C*,D,K	1,310,000(e,m,l)	3,800,000(m,l)	2,400,000	1,400,000
1231	REHAB. 47TH ST. YARD	NIRC-RI	C*,W	2,500,000(e,m,l)	3,000,000(m,l)	2,000,000	1,000,000
1226	WESTERN AVE. YARD	NIRC-M	C*D,K,L	1,500,000(e,m,l)	2,100,000(m,l)	1,500,000	600,000
1524	NEW WEST LINE COACH YARD	NIRC-M	C,D,K*,L	2,500,000*	2,000,000(e,m,l)	1,000,000	1,000,000
1542	ORLAND PARK YARD	NW	C*	-0-	200,000(e)	200,000	-0-
1527	MAINTENANCE EQUIPMENT	RTA	C,D,K,L,M,W	-0-	360,000(m)	360,000	-0-
1525	SPOT WELDING MACHINE	ICG	C,W	-0-	52,000(m)	52,000	-0-
1526	VEHICLES/EQOIPMENT	NIRC-RI/M	C,D,K,L,W	-0-	2,500,000(e,m)	2,500,000	-0-
			SUBTOTAL	$ 9,160,000	$19,012,000	$14,012,000	$5,000,000

*Part of Grant No. IL-03-0022/CAP-72-001-FEO which was awarded to Northwest Suburban Mass Transit District (NWSMTD).

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TABLE E

RTA FY84 RAIL CAPITAL PROGRAM

P.E. NO.	DESCRIPTION	CARRIER	COUNTY AFFECTED	PREVIOUSLY FUNDED	FY84 TOTAL	FY84 PHASE I	FY84 PHASE II
STATIONS							
0628	VAN BUREN	ICG	C*,W	$ 2,590,000(e,c)	$ 460,000(c)	$ 460,000	$ -0-
0631	KENSINGTON	ICG	C*	100,000(e)	860,000(c)	860,000	-0-
0632	RIVERDALE, SIBLEY BLVD., HARVEY, HAZEL CREST, CALUMET, OLYMPIA FIELDS & MATTESON	ICG	C*	815,000(e,c)	1,100,000(c)	1,100,000	-0-
1528	91ST ST./SO. CHICAGO	ICG	C*	-0-	35,000(e,m)	35,000	-0-
1529	HAZELCREST-BUS PULL-IN	ICG	C*	-0-	5,000(e)	5,000	-0-
1244	LOCKPORT	ICG/GMO	W*	25,000(e)	450,000(c)	450,000	-0-
0659	99TH/LONGWOOD	NIRC-RI	C*	102,000(e,c)	23,000(c)	23,000	-0-
1530	MIDLOTHIAN	NIRC-RI	C*	-0-	13,000(e)	13,000	-0-
1531	OAK FOREST	NIRC-RI	C*	-0-	13,000(e)	13,000	-0-
1532	TINLEY PARK	NIRC-RI	C*	-0-	13,000(e)	13,000	-0-
1533	MOKENA	NIRC-RI	W*	-0-	13,000(e)	13,000	-0-
1534	80TH AVENUE	NIRC-RI	C*	-0-	13,000(e)	13,000	-0-
1535	NEW LENOX	NIRC-RI	W*	-0-	13,000(e)	13,000	-0-
1492	NORTHBROOK	NIRC-M	C*	50,000(e)	535,000(c)	535,000	-0-
1463	COS-EXTEND ADAMS ST. KIOSK	BN,ICG,M,NW	C*,D,K,L,W	30,000(e)	200,000(c)	200,000	-0-
0624	WESTERN AVE., GRAYLAND, EDGEBROOK, DEERFIELD, ROUND LAKE, HERMOSA, MONT CLARE, ELMWOOD PK., RIVER GROVE, FRANKLIN PK., MEDINAH, NATIONAL ST. (ELGIN) & GALEWOOD	NIRC-M	C*,D*,K*,L*	114,000(e,c)	814,000(c)	814,000	-0-
0652	LANDERS	NW	C*	25,000(e)	200,000(c)	200,000	-0-
0617	HIGHLAND PK., PARK RIDGE, MT. PROSPECT, GLEN ELLYN, ELMHURST & MAYWOOD	CNW	C*,D*,L*	430,000(e,c)	740,000(c)	740,000	-0-
1465	MAIN STREET-EVANSTON	CNW	C*	125,000(e)	1,000,000(c)	1,000,000	-0-
1466	PAVINIA	CNW	L*	50,000(e)	430,000(c)	430,000	-0-
1467	LOMBARD	CNW	D*	30,000(e)	300,000(c)	300,000	-0-

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TABLE E

RTA FY84 RAIL CAPITAL PROGRAM

P.E. NO.	DESCRIPTION	CARRIER	COUNTY AFFECTED	PREVIOUSLY FUNDED	FY84 TOTAL	FY84 PHASE I	FY84 PHASE II
STATIONS (Cont.)							
1536	LAKE FOREST	CNW	L*	$ -0-	$ 25,000(e)	$ 25,000	$ -0-
1537	WINNETKA	CNW	C*	-0-	37,500(e)	37,500	-0-
1538	HUBBARD WOODS	CNW	C*	-0-	37,500(e)	37,500	-0-
1539	GENEVA	CNW	K*	-0-	500,000(c)	500,000	-0-
1540	GLENCOE	CNW	C*	-0-	35,000(e)	35,000	-0-
1541	GLEN ELLYN-BUS/RAIL INTERCHANGE	CNW	D*	-0-	35,000(e)	35,000	-0-
0615	CRYSTAL LAKE	CNW	M*	115,000(e,c)	155,000(c)	155,000	-0-
			SUBTOTAL	$ 4,601,000	$ 8,055,000	$ 8,055,000	$ -0-
ACQUISITIONS							
1543	ACQUISITIONS	NIRC-M	C,D,K,L	$ -0-	$ 15,000,000(a)	$ 15,000,000	$ -0-
			TOTAL	$43,512,300	$ 87,957,000	$ 75,867,000	$12,090,000
			CONTINGENCIES	-0-	5,457,000	2,697,000	2,760,000
			GRAND TOTAL	$43,512,300	$ 93,414,000	$ 78,564,000	$14,850,000

ABBREVIATIONS: C-Cook County; D-DuPage County; K-Kane County; L-Lake County; M-McHenry County; W-Will County. CNW-Chicago & NorthWestern; CUS-Chicago Union Station; BN-Burlington Northern; ICG-Illinois Central Gulf; NW-Norfolk & Western; NIRC-RI-Northeast Illinois Railroad Corporation-Rock Island District; NIRC-M-Northeast Illinois Railroad Corporation-Milwaukee District.

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PROPOSED FISCAL YEAR 1984 CAPITAL IMPROVEMENT PROGRAM

1. FY84 Commuter Rail - Rolling Stock

This portion of the Commuter Rail Program contains the rehabilitation and improvement of rolling stock and related equipment. The basis of this rehabilitation program is the Commuter Rail Car and Locomotive Rehabilitation Study which was developed using a preventative maintenance approach. Included in FY84 is the rehabilitation of 16 CNW bi-level commuter cars. The service life of the cars will be extended within the context of this project. The rehabilitation of 52 locomotives and 50 bi-level cars, of which 10 are in Phase I, is also included in the FY84 Program. This work is done with the intent of extending the service life of the equipment by eight to ten years. Also included is the purchase of traction motors to replace on the ICG Highliner cars and auxiliary parts necessary to install these motors. The cost of this portion of the FY84 Capital Program is $13.862 million, with $8.862 million in the Phase I Program.

The rehabilitation of the bi-level cars includes: repairs to the heating, cooling and electrical systems; and interior and exterior painting.

The rehabilitation and improvement of locomotive projects involves the inspection and replacement of certain critical components such as generators, radiators, oil coolers, draft gears and couplers. These improvements are geared to making the locomotives more fuel efficient, easier to start and stop, and maximization of their useful life.

Detailed project descriptions follow.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1402 - Rehabilitation of Sixteen (16) Bi-level Commuter Cars (CNW)

TOTAL ESTIMATED FY84 COST: $ 800,000 Phase I

LOCATION

CNW Commuter Rail Services. (Cook, DuPage, Kane, Lake & McHenry Counties will benefit)

PROJECT ELEMENT DESCRIPTION

This project is for the rehabilitation of sixteen (16) bi-level commuter cars operated in CNW commuter rail services.

The rehabilitation to the cars will include repairs to the heating, air conditioning and lighting systems; the repair or replacement of side sheets, running gear and structural members; the replacement of diaphragms; the refurbishing of upholstery, interior paint and trim; the installation of safety escape sashes (4 per car); sand blasting, priming, and repainting of car exteriors in RTA colors; and required FRA window glazing.

Money funded in FY83 was for the acquisition of the cars from the Chicago Equipment Corporation and to begin rehabilitation. FY84 funds will be used for completion of rehabilitation. The rehabilitated cars are expected to remain in service for another 15 to 20 years.

PROJECT ELEMENT

1402 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 10,000
Contract Purchases	230,000
Contract Construction	560,000
TOTAL ESTIMATED COST	$ 800,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	2,500,000
FY84 Phase I	800,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 3,300,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1403 - Rehabilitation and Modification of Twenty-five (25) Locomotives (BN)

TOTAL ESTIMATED FY84 COST: $ 700,000 Phase I

LOCATION

BN Commuter Rail Services. (Cook, DuPage, and Kane Counties will benefit)

PROJECT ELEMENT DESCRIPTION

This project calls for the rehabilitation and improvements to twenty-five (25) E-9 diesel electric locomotives used in Burlington Northern (BN) commuter rail services. The BN operates the twenty-five locomotives under a lease agreement with the West Suburban Mass Transit District.

The locomotives were built between 1949 and 1956. They were rebuilt by Morrison-Knudsen, twenty-one in 1973, and four in 1978. The locomotives are structurally sound and should remain in service for at least another ten years once the proposed rehabilitation and improvements are completed.

The Burlington Northern has instituted an improvement and replacement program. This program consists of the installation of standby layover protection systems on the prime movers of the twenty-five E-9 locomotives, the replacement of 16 head end power packages with new 400 KW power plants, and the upgrading of 9 existing power packages to 400 KW power plants by modification of the diesel engine and replacement of the existing alternator.

PROJECT ELEMENT

1403 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY83 funds are for engineering, material procurement and initial rehabilitation. FY84 funding will be for the completion of material procurement and rehabilitation.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 15,000
Contract Purchases	480,000
Contract Construction	205,000
TOTAL ESTIMATED COST	$ 700,000

FUNDING SCHEDULE

Previously Funded	$ -0
FY83	1,000,000
FY84 Phase I	700,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 1,700,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1006 - Overhaul Fifteen (15) F40C NWSMTD/RTA Locomotives

TOTAL ESTIMATED FY84 COST: $ 2,475,000 Phase I

LOCATION

NIRC - Milwaukee District. (Cook, DuPage, Kane and Lake Counties will benefit)

PROJECT ELEMENT DESCRIPTION

This project element involves the staged overhaul of fifteen (15) locomotives used on NIRC-Milwaukee District trains. Thirteen (13) of the locomotives are owned by NWSMTD and are leased to the NIRC-Milwaukee District. They were acquired under Grant IL-03-0022. The remaining two (2) locomotives are owned by the RTA and were acquired under Grant IL-03-0034. The RTA leases these locomotives to the NIRC-Milwaukee District. All fifteen (15) locomotives were built in 1973 and have been utilized in commuter service continuously since 1974.

Previous funding was utilized for the following improvements to the locomotives: installation of front end 480-volt head end receptacles and 27 pin multiple-unit receptacles; installation of blended brakes; installation of low idle; and installation of ground fault relay systems into the head end power generators.

FY84 funds are for overhauling the locomotives. The fifteen F40C locomotives have not undergone any type of programmed overhaul. They are almost nine years old and major components are beginning to wear out. Maintenance costs for replacement of failed components on the diesel engines are escalating as we experience equipment component failures at a faster rate.

PROJECT ELEMENT

1006 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Cylinder assemblies are showing signs of scuffing and scouring, piston ring land clearance has fallen below the minimum limits resulting in ring breakage, and connecting rods show evidence of being out of round from years of service and continued pounding. The diesel engine turbo chargers are also experiencing a high failure rate. To ensure efficient and reliable commuter service, engine overhauling is necessary.

This project will include unit-exchanges of the cylinder assemblies and other components which are being purchased under Grant IL-90-0008 on the fifteen F40C locomotives with new units from Electro-Motive. This exchange will serve to standardize the fleet and reduce inventory levels. Upon completion, this program is designed to upgrade the F40C locomotives from 3000 H.P. to 3200 H.P. locomotives which are equivalent to our F40PH locomotives. It is anticipated that this program will extend the service life of these F40C locomotives an additional eight years.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 15,000
Contract Purchases	1,000,000
Contract Construction	1,460,000
TOTAL ESTIMATED COST	$ 2,475,000

FUNDING SCHEDULE

Previously Funded	$ 1,275,000
FY83	-0-
FY84 Phase I	2,475,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 3,750,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1507 - Overhaul Twelve (12) F40PH Locomotives (NIRC-Rock Island)

TOTAL ESTIMATED FY84 COST: $ 1,500,000 Phase I
$ 1,500,000 Phase II

LOCATION

NIRC-Rock Island District. (Cook and Will Counties will benefit)

PROJECT ELEMENT DESCRIPTION

This project element involves the overhaul of twelve (12) F40PH NIRC-RI locomotives. These locomotives have not undergone any type of programmed overhaul. They are almost seven years old and major components are beginning to wear out.

Work to be performed under this project element will include, but not be limited to, the replacement of: cylinder assemblies; connecting rods; and turbo chargers. Unit exchange engines, as warranted, will be installed. It is estimated that this work should extend the service life of the locomotives approximately eight years. Major components are being purchased undr Grant IL-90-0008.

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ 75,000	$ -0-
Contract Purchases	855,000	600,000
Contract Construction	570,000	900,000
TOTAL ESTIMATED COST	$ 1,500,000	$ 1,500,000

FUNDING SCHEDULE

Previously Funded	$ -0-	
FY83	-0-	
FY84 Phase I	1,500,000	(6 Locomotives)
FY84 Phase II	1,500,000	(6 Locomotives)
FY85-88	-0-	
TOTAL ESTIMATED COST	$ 3,000,000	

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REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1508 - Rehabilitation of 10 Highliner Commuter Rail Cars (ICG)

TOTAL ESTIMATED FY84 COST: $ 2,718,000 Phase I

LOCATION

Illinois Central Gulf Commuter Rail Lines. (Cook and Will Counties will benefit)

PROJECT ELEMENT DESCRIPTION

This project element is for the upgrading and rehabilitation of eighty-four (84) ICG Highliner commuter rail cars. The work to be done under this project includes, but is not limited to, the installation of timing devices and coalescing filters on air brake compressors; modification of the dynamic braking system; replacement of hand held microphones with hand setless P.A. stations; modification of control system circuits; and replacement of Gatke truck center bearing liners with new plastic liners.

Additional car areas to be inspected and rehabilitated will include the electrical system; car body structure; painting and appearance; and doors and rain gutters.

These cars were built in 1971 and have not undergone any scheduled major rehabilitation. It is expected that this rehabilitation will increase the service life of these cars approximately ten years.

FY84 funds will cover the rehabilitation of ten (10) cars. Future funding is for the rehabilitation of the remaining seventy-four (74) cars.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1508 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 25,000
Contract Purchases	885,000
Contract Construction	1,808,000
TOTAL ESTIMATED COST	$ 2,718,000

FUNDING SCHEDULE

Previously Funded	$ -0-	
FY83	-0-	
FY84 Phase I	2,718,000	(10 Cars)
FY84 Phase II	-0-	
FY85-88	16,308,000	(74 Cars)
TOTAL ESTIMATED COST	$19,026,000	

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1509 - Purchase 30 Traction Motors (ICG)

TOTAL ESTIMATED FY84 COST: $ 594,000 Phase I

LOCATION

Illinois Central Gulf Commuter Rail Lines. (Cook and Will Counties will benefit)

PROJECT ELEMENT DESCRIPTION

This project element involves the purchase of thirty (30) modern G.E. traction motors for ICG Highliner cars. Traction motors provide the power to drive the wheels to start and propel the train.

To ensure efficiency and reliable commuter operations, it is necessary to replace the traction motors as they deteriorate.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	594,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 594,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	594,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 594,000

Page 1 of 1

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT

1510 - Purchase Auxilary Parts for Highliner Commuter Rail Cars (ICG)

TOTAL ESTIMATED COST: $ 75,000 Phase I

LOCATION

Illinois Central Gulf Commuter Rail Lines.

PROJECT ELEMENT DESCRIPTION

This project element is for the purchase of auxilary parts used to maintain ICG Highliner commuter rail cars. Acquisition is requested at this time to ensure the availability of specialized parts. It is essential to maintain an adequate inventory to meet future maintenance needs.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	75,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 75,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	75,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 75,000

Page 1 of 1

2. FY84 Commuter Rail - Track and Structures

The Track and Structures portion of the Commuter Rail Program involves projects dealing with a wide range of items. Included in this category are bridge renewal; rail renewal; cleaning, undercutting and replacement of ballast; renewal of crossovers; upgrading of grade crossings; and replacement of deteriorated ties. Projects are located throughout the six county area and affect five of the commuter railroads. The cost of this portion of the FY84 Capital Program is $17.611 million, with $16.271 million in the Phase I Program.

The primary emphasis of this program is the renewal of bridges. Due to deteriorating conditions often caused by deferred maintenance, problems include cracks and erosion of limestone structures, badly corroded steel on the frames and deterioration of the timber structures. The bridge renewal program increases the life of the structure while reducing routine maintenance costs.

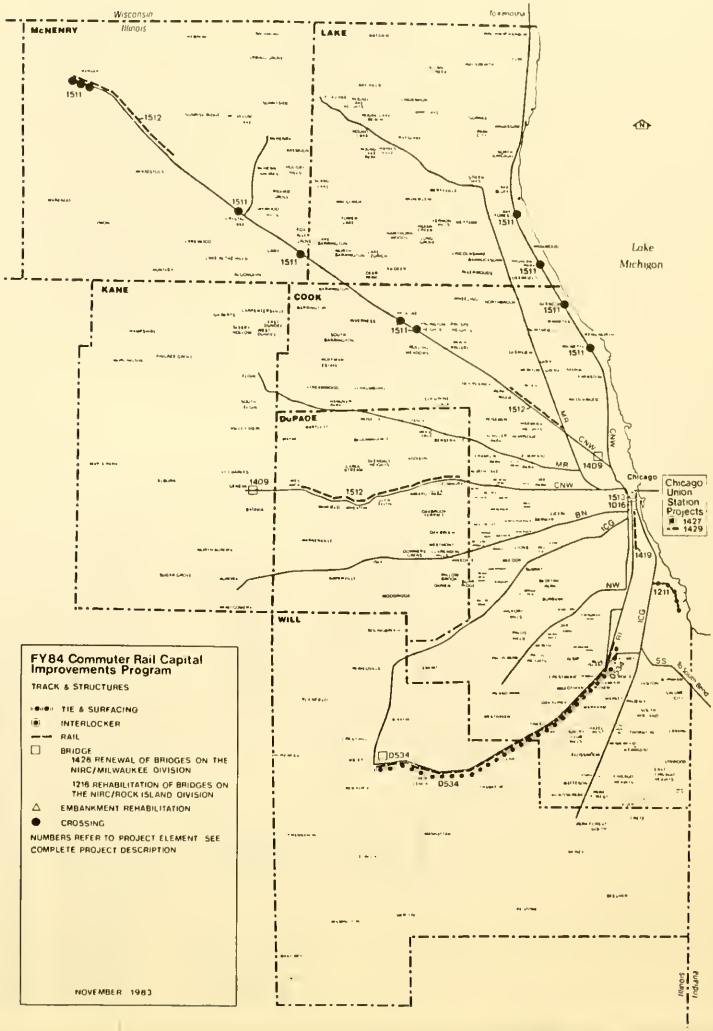
Rail renewal involves replacing defective or worn out bolted rail with continuous welded rail. This upgrading project reduces maintenance costs and ensures a smoother, quieter ride for the riders.

The ballast projects not only allow for the continuation of proper track drainage, which is essential to maintain track surface, but also enables the load transmitted by the ties to spread out and help prevent lateral deflections of the rail. Deteriorated ties are replaced to ensure proper track line, grade and surface conditions.

Crossovers are renewed to enable trains to switch tracks or reverse directions. This increases flexibility and allows for more efficient operations. Railroad crossings are upgraded where deteriorated conditions are present.

Figure E illustrates the locations of the FY84 track and structures projects. Detailed project descriptions follow.

FIGURE E


McHENRY
LAKE
KANE
COOK
DuPAGE
WILL
Wisconsin
Illinois
Indiana
Lake Michigan
Chicago
Chicago Union Station Projects
1427
1429
FY84 Commuter Rail Capital Improvements Program
TRACK & STRUCTURES
TIE & SURFACING
INTERLOCKER
RAIL
BRIDGE
1426 RENEWAL OF BRIDGES ON THE NIRC/MILWAUKEE DIVISION
1216 REHABILITATION OF BRIDGES ON THE NIRC/ROCK ISLAND DIVISION
EMBANKMENT REHABILITATION
CROSSING
NUMBERS REFER TO PROJECT ELEMENT SEE COMPLETE PROJECT DESCRIPTION
NOVEMBER 1983

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structure

PROJECT ELEMENT

1409 - Bridge Renewal (CNW)

TOTAL ESTIMATED FY84 COST: $ 660,000 Phase I
$ 340,000 Phase II

LOCATION

Seven locations in Chicago, on the Northwest Line, as follows:

- Bridge #W-1 1/2 at W. Webster, MP 3.1 (2200N; 1900W)
- Bridge #W-1 3/4 at N. Damen, MP 3.2 (2300N; 2000W)
- Bridge #W-2 at W. Fullerton, MP 3.4 (2400N; 2100W)
- Bridge #W-3 1/2 at W. Diversey, MP 3.5 (2800N; 2600W)
- Bridge #W-4 at N. California, MP 4.5 (2900N; 2800W)
- Bridge #W-4 1/2 at N. Sacramento, MP 4.9 (3100N; 3000W)
- Bridge #W-5 1/4 at N. Kedzie, MP 5.2 (3200N; 3200W)

One location is in Geneva, in Kane County, Bridge #66 (MP 35.2) on the West Line, over the Fox River. (Construction is in Cook and Kane Counties; DuPage, Lake and McHenry Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

Forty-one bridges (of which 7 are being considered for rehabilitation by the City of Chicago) on the North, Northwest and West Lines need to be rehabilitated due to deteriorating conditions. Among the conditions noted are cracks in the arches and spalling and erosion of the limestone blocks. Some of the steel bridges need rehabilitation to restore structural soundness due to badly corroded elements, such as web plates, floor plates, columns, floor beams, top lateral systems, cross braces, top side angles, stiffeners and gusset plates. Other bridges need to be treated to stop the corrosion of structural components.

PROJECT ELEMENT

1409 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Completion of the outlined work needed to be done, will extend the life of the bridges, reduce the large maintenance costs from limited operating funds and reduce additional future capital costs.

FY83 funding was requested for engineering and preliminary design of the bridge renewals. FY84 funds are for labor and materials. The order of priority of the bridge renewals after the first seven will depend upon the findings of the most recent bridge inspections. As specific required bridge repairs are identified, they will be added to the scope of the project. Additional funds will be needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ -0-	$ -0-
Contract Purchases	330,000	170,000
Contract Construction	330,000	170,000
TOTAL ESTIMATED COST	$ 660,000	$ 340,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	300,000
FY84 Phase I	660,000
FY84 Phase II	340,000
FY85-88	12,000,000
TOTAL ESTIMATED COST	$13,300,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structure

PROJECT ELEMENT

1511 - Replace Ties and Ballast including 11 grade crossing renewals (CNW)

TOTAL ESTIMATED FY84 COST: $ 2,659,000 Phase I
$ 500,000 Phase II

LOCATION

Rail Line	Nearest Station	MP. Limits	Tracks	No. of Ties	Cu. Yds. Ballast
W	Kedzie	0.6 - 3.2	1 - 4	2,390	2,500
W	West Chicago	29.5 - 30.3	3	400	250
W	Geneva	32.0 - 35.5	2	3,850	1,250
W	Downtown Term.	0.0 - 0.6	All	500	250
W	Kedzie	California Ave	Yard	500	500
W	Kedzie	M-19A	Yard	100	100
NW	Irving Park - Des Plaines	7.6 - 17.6	1 - 3	15,000	7,500
NW	Cary - Crystal Lake	39.0 - 43.0	EB&WB	4,000	2,000
NW	Hartland - Harvard	56.0 - 62.9	EB	6,300	3,000
NW	*	Various Yards	Yard	500	500
N	Clybourn - Davis St. - (Evanston)	3.2 - 12.0	2&3	7,390	5,250
N	Winthrop Harbor	45.2 - 51.9	EB	6,800	3,250
N	Waukegan	Various Yards	Yard	500	500
Various	**	Various Grade Crossings		2,400	3,600
			TOTALS	50,630	30,450

*Des Plaines, Barrington, Crystal Lake, Harvard.

**NOTE: The following are the street locations for the crossings: Arthur Avenue; Brockway Street; Plum Tree Road; Crystal Lake Avenue; Market Street; Hartland Road; Jefferson Street; Elmwood Avenue; Green Bay Road; Roger Williams Boulevard; and Ryan Place.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1511 - (Cont.)

LOCATION

Rail Line	Crossing	Station	MP	Tracks	No. Ties	Cu.Yds. Ballast
NW	Arthur Ave.	Arlington Hts.	21.4	3	300	450
NW	Brockway St.	Palatine	26.3	3	300	450
NW	Plum Tree Rd.	Fox River Grv.	35.2	2	200	300
NW	Crystal Lk. Ave	Crystal Lake	42.6	2	200	300
NW	Market St.	Ridgefield	45.7	2	200	300
NW	Hartland Rd.	Hartland	55.8	2	200	300
NW	Jefferson St.	Harvard	62.4	2	200	300
N	Elmwood Ave.	Wilmette	14.7	2	200	300
N	Green Bay Rd.	Glencoe	19.6	2	200	300
N	Roger Williams	Ravinia	21.6	2	200	300
N	Ryan Place	Lake Forest	27.4	2	200	300
			TOTALS		2,400	3,600

RTA Portion - $2,159,000 (68.3%)
CNW Portion - 1,002,000

Total Cost $3,161,000

(Construction/Benefit is in Cook, DuPage, Kane, Lake and McHenry Counties)

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1511 - (Cont.)

PROJECT ELEMENT DESCRIPTION

This project consists of replacing cross ties and track, in order to maintain track gauge and surface. The effect is to improve riding quality of the trains and to reduce the incidence of slow orders which adversely affect train schedules.

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ -0-	$ -0-
Contract Purchases	1,645,000	250,000
Contract Construction	1,014,000	250,000
TOTAL ESTIMATED COST	$ 2,659,000	$ 500,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	2,659,000
FY84 Phase II	500,000
FY85-88	-0-
TOTAL ESTIMATED COST	$ 3,159,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structure

PROJECT ELEMENT

1512 - Rail Renewal/Installation (CNW)

TOTAL ESTIMATED FY84 COST: $ 3,673,000 Phase I
$ 500,000 Phase II

LOCATION

Rail Line	Nearest Station	MP Limits	Track	Current Rail#	Year	Rail In
W	Elmhurst - West Chicago	16.2 - 29.2	1	115	1952-1956	136 #
NW	Irving Park - Gladstone	7.8 - 9.6	1	112	1947	115 #
NW	Irving Park - Jefferson Park	7.8 - 9.5	2	112	1947	115 #
NW	Irving Park - Park Ridge	7.8 - 13.7	3	112	1947	115 #
NW	Woodstock - Hartland	52.0 - 57.8	WB	112	1939	115 #*
NW	Hartland - Harvard	57.8 - 62.9	WB	100	1937	115 #*

*(Usable)

RTA Portion - $3,173,000(46.2%)
CNW Portion - 3,694,000

Total Cost (1983 $) - $6,867,000

Total Miles - 33.3

(Construction/Benefit is in Cook, DuPage, Kane, Lake and McHenry Counties)

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1512 - (Cont.)

PROJECT ELEMENT DESCRIPTION

This project consists of installing continuous welded rail (CWR), including grade crossings and turnouts as required, to replace jointed rail. The benefits of CWR are reduced maintenance expense; a smoother, quieter ride for the public; and continued operations to FRA Class 4 Standards (permissible speeds of 79 mph). Rail scheduled for replacement is currently nearing the end of its economic service life and is showing increased wear.

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ -0-	$ -0-
Contract Purchases	2,880,000	250,000
Contract Construction	793,000	250,000
TOTAL ESTIMATED COST	$ 3,673,000	$ 500,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	3,673,000
FY84 Phase II	500,000
FY85-88	-0-
TOTAL ESTIMATED COST	$ 4,173,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structure

PROJECT ELEMENT

1211 - Upgrade and Single-Track South Chicago Branch (ICG)

TOTAL ESTIMATED FY84 COST: $ 2,000,000 Phase I

LOCATION

Between the junction at 67th Street, on the Main Line and the South Chicago Branch endpoint at 91st Street (MP 0.00 to MP 4.65). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of complete rehabilitation of the South Chicago Branch of the ICG, to include modifications/improvements to the track layout and signal system in order to facilitate single track operation with a passing loop at Windsor Park. Rail, ties, ballast and grade crossings will be renewed.

Funds previously approved under this project element have been used for engineering design; for the purchase of long lead time materials; for the rehabilitation of 30 grade crossings; and for track renewal work. Critical rehabilitation - tie replacement - was undertaken under Grant IL-03-0085/ CAP-81-163-FE0, Project Element C51011.

FY84 funds will be used for the purchase of new, two-way signals and signal controls, additional track materials, and construction funds for relocating the coach storage area.

The cost savings effect of the project will be to remove 23,700 feet of track, 23,000 feet of overhead wire, 13 switches and 1900 feet of grade crossings from the maintenance schedule.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1211 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 50,000
Contract Purchases	1,500,000
Contract Construction	450,000
TOTAL ESTIMATED COST	$ 2,000,000

FUNDING SCHEDULE

Previously Funded	$ 1,820,000
FY83	-0-
FY84 Phase I	2,000,000
FY84 Phase II	-0-
FY85-88	5,700,000
TOTAL ESTIMATED COST	$ 9,520,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structure

PROJECT ELEMENT

0534 - Rehabilitate Track & Bridges, (NIRC - RI)

TOTAL ESTIMATED FY84 COST: $ 2,000,000 Phase I

LOCATION

Rehabilitation of South Track between Blue Island and Joliet (MP 35.7 to MP 40.2). Rehabilitation of Bridge Nos. 399,400,402 in Joliet (MP's 39.9, 40.0, 40.2, respectively). Engineering for Bridges Nos. 399, 400, 401, 402, 403 and 404 in Joliet on the NIRC-RI's Main Line. (Construction is in Will County; Cook County will also benefit)

PROJECT ELEMENT DESCRIPTION

The RTA's multi-year track program, utilizes FRA Class 4 Track Standards. Under an FRA Class 4 rating, speeds of up to 79 mph are within the safe operating range for commuter trains. Implicit in the choice of Class 4 Standards is the recognition of the value of time in two respects:

- Faster operations produce shorter travel times, making the service more attractive; and
- Shorter travel times afford an opportunity to recycle trains to meet the market demand.

Previous funding covered the installation of ties and ballast. FY84 funds are for the rehabilitation of the bridges.

PROJECT ELEMENT

0534 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	2,000,000
TOTAL ESTIMATED COST	$ 2,000,000

FUNDING SCHEDULE

Previously Funded	$ 7,052,300
FY83	-0-
FY84 Phase I	2,000,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 9,052,300

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

AREA: Track & Structure

PROJECT ELEMENT

1414 - Renew Rail (NIRC-RI)

TOTAL ESTIMATED FY84 COST: $1,500,000 Phase I

LOCATION

On the NIRC-Rock Island District, between 16th Street (MP 1.1) and Englewood (MP 6.7) in the City of Chicago. (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project consists of material and labor necessary to replace 11.2 miles of rail. The old rail has reached the end of its economical life and will be replaced with new continuous welded rail (CWR). The benefits of CWR are reduced maintenance costs, a smoother, quieter ride to the public and improved operations.

Funding requested in FY83 was for materials acquisition. The FY84 funds are for completing material acquisition and for labor costs associated with the rail installation.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1419 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 100,000
Contract Purchases	300,000
Contract Construction	1,100,000
TOTAL ESTIMATED COST	$ 1,500,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	2,300,000
FY84 Phase I	1,500,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 3,800,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structures

PROJECT ELEMENT

1429 - ROW Rail-Canal/Randolph (CUS) (NIRC-M)

TOTAL ESTIMATED FY84 COST: $ 154,000 Phase I

LOCATION

Located between Randolph and Canal Streets at Chicago Union Station. (Construction is in Cook County; DuPage, Kane, and Lake Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project proposes to renew rail and hardware on the curve between Randolph and Canal Streets at Chicago Union Station. Tracks 1, 2 and 3 will be effected.

Rail replacement will be done with continuous welded rail (CWR). Replacement will be based on the number of rail defects found in the location and the age of the rail. A rail defect is a flaw in the rail that has yet to pass through the rail head. A rail defect could result from poor quality of steel or from age and gross ton miles of traffic operated over the rail. While a rail defect poses no immediate problem, it is a good indication that the rail is in need of replacement. Age is also a good indication of the need for renewal.

Among the benefits of renewing rail are continued efficient operations and a smoother, quieter ride provided to the public. Maintenance costs will also be lower with CWR.

The FY83 funding requirement is to be used for the purchase of materials. FY84 funding is required for labor.

PROJECT ELEMENT

1429 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	154,000
TOTAL ESTIMATED COST	$ 154,000

FUNDNDING SCHEDULE

Previously Funded	$ -0-
FY83	226,000
FY84 Phase I	154,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 380,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track and Structure

PROJECT ELEMENT

1426 - Bridge Renewal (NIRC-M)

TOTAL ESTIMATED FY84 COST: $450,000 Phase I

LOCATION

On the NIRC-M District Commuter Rail Line. (Construction is in Cook and Kane Counties; DuPage and Lake Counties will also benefit) Bridges are:

BRIDGE NO.	LOCATION	Line	Milepost
A-32 (City)	Chicago-Milwaukee	N	8.1
A-2.5	Chicago-Chicago Avenue	N,W	3.9
A-48	Itasca-Spring Brook	W	21.0
A-14.5	Chicago-Palmer	N	6.0
A-16	Chicago-Belden	N	6.1
A-26	Chicago-Belmont	N	7.3
A-34 (City)	Chicago-Irving Park	N	8.4
A-74 (IDOT)	Chicago-No. Branch Chicago River	N	14.7
12J	Chicago-Springfield	W	5.25
14D	Chicago-Karlov	W	5.6
14J	Chicago-Kildare	W	5.9
142	Chicago-Grand	W	6.7
Z145	Chicago-LeClaire	W	6.9
Z28 (IDOT)	Franklin Park-Des Plaines River	W	12.1
Z100(IDOT)	Elgin-Fox River	W	35.4

PROJECT ELEMENT

1426 - (Cont.)

PROJECT ELEMENT DESCRIPTION

The bridges on the North and West Lines of the NIRC-M need to be rehabilitated due to deteriorating conditions. Among the problems are cracks in the arches and spalling, erosion of the limestone, badly corroded steel on the floor systems under the tracks and a deterioration of timber structures.

The project is necessary in order to extend the life of the bridges; to reduce large maintenance costs; and to reduce additional future capital costs.

The FY83 funding was for preliminary design and engineering of the bridge renewals. The preliminary design and engineering will determine the priority order of bridges to be rehabilitated. Future funding will be required to complete this project. FY84 funding is for labor and materials.

Please note that the locations that have either City or IDOT after them are included in this project element in order to complete a total rehabilitation of the bridges. The RTA will not duplicate any work done by the City or IDOT. Once these bridges are fully rehabilitated, they should have a life expectancy of approximately 50 years.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1426 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	200,000
Contract Construction	250,000
TOTAL ESTIMATED COST	$ 450,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	300,000
FY84 Phase I	450,000
FY84 Phase II	-0-
FY85-88	10,000,000
TOTAL ESTIMATED COST	$10,750,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structure

PROJECT ELEMENT

1513 - Embankment Rebuilding (ICG)

TOTAL ESTIMATED FY84 COST: $100,000 Phase I

LOCATION

At Randolph Street in the City of Chicago. (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project consists of restructuring the deteriorated wall/embankment above a point where the ICG tracks descend into the Randolph Street Station. FY84 funding is for engineering. Future funding will be required for acquisition of materials and construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 100,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 100,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	100,000
FY84 Phase II	-0-
FY85-88	1,000,000
TOTAL ESTIMATED COST	$ 1,100,000

Page 1 of 1

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structure

PROJECT ELEMENT

1016 - ROW Rehabilitation/Improvements - Bridges, Train shed, Canopies, Platforms and Retaining Walls (NIRC-RI)

TOTAL ESTIMATED FY84 COST: $ 2,000,000 Phase I

LOCATION

NIRC-Rock Island District ROW from Congress Street Expressway Bridge (MP 0.0) to 16th Street (MP 1.1). (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project element originally involved the engineering and construction work associated with the rehabilitation of the track and platform support structures (bridges, retaining walls, culverts, etc.) on the NIRC-RI between Harrison Street (Chicago) and Joliet. Subsequent approval from UMTA and IDOT was received in September, 1981 to include the structural work between Congress and Harrison Street as part of the work scope of this project element.

The RTA is currently in the process of selecting the consultant to do the engineering on the track and platform support structures from Congress to 16th Street. The rehabilitation will include the elevation bridge structure from Congress to Harrison Street; Polk Street Bridge; a train shed, canopies, platforms and retaining walls between Mileposts 0.0 and 1.1.

Previous funding was for engineering and design work. FY84 funding is for the purchase of long lead time materials. Future funding will be required for the purchase of additional materials and construction.

PROJECT ELEMENT

1016 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	2,000,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 2,000,000

FUNDING SCHEDULE

Previously Funded	$ 1,800,000
FY83	-0-
FY84 Phase I	2,000,000
FY84 Phase II	-0-
FY85-88	19,200,000
TOTAL ESTIMATED COST	$23,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

AREA: Track and Structure

PROJECT ELEMENT

1216 - Rehabilitation of Bridges, Structures & Retaining Walls (NIRC-RI)

TOTAL ESTIMATED FY84 COST: $ 1,075,000 Phase I

LOCATION

Bridges:

Bridge Number	Location	Milepost
No. 10	Over CWI Railroad (16th Street) - Chicago	1.0
No. 11	Over St. Charles Airline Wye - Chicago	1.1
No. 15(City)	Archer Avenue Bridge - Chicago	1.5
No. 24(City)	29th Street Bridge - Chicago	2.4
No. 29(City)	33rd Street Bridge - Chicago	2.9
No. 35(City)	38th Street Bridge - Chicago	3.5
No. 40	Root Street Bridge - Chicago	4.0
No. 43	43rd Street Bridge - Chicago	4.3
No. 47	47th Street Bridge - Chicago	4.7
No. 52	51st Street Bridge - Chicago	5.2
No. 60	57th Place Bridge - Chicago	6.0
No. 67	63rd Street Bridge - Chicago	6.7
No. 77	71st Street Bridge - Chicago	7.7
No. 81(City)	74th Street Bridge - Chicago	8.1
No. 86(City)	78th Street Bridge - Chicago	8.6
No. 87(City)	79th Street Bridge at CWI Crossing - Chicago	8.7
No. 159	Over Cal-Sag Channel - Blue Island	16.0
No. 163(IDOT)	Over B&OCT Tracks - Robbins	16.3
No. 168	Over Cal-Slough - Blue Island	16.8
No. 202(IDOT)	Cicero Avenue Bridge - Oak Forest	20.2
No. 333(IDOT)	MP 33.7 - New Lenox	33.3

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1216 - (Cont.)

LOCATION

Bridge Number	Location	Milepost
No. 379(IDOT)	Cass Street Subway - Joliet	37.9
No. 398(IDOT)	Collins St. Bridge (Pedestrian Underpass) - Joliet	39.8
No. 401*	Michigan Street Subway - Joliet	40.1
No. 403*	Chicago Street Subway - Joliet	40.4
No. 404*	Ottawa Street Subway - Joliet	40.5

Retaining Walls/Wing Walls (by Milepost)

1.100	2.800	10.100	18.290	21.120	33.225
1.600	2.900	15.900	18.485	21.300	34.200
1.800	3.200	16.000	19.600	23.400	36.460
1.900	3.400	16.100	19.140	25.392	37.300
2.000	3.600	16.300	19.185	27.255	37.360
2.100	4.400	16.400	19.260	30.325	37.370
2.200	4.500	16.800	20.100	30.465	39.900
2.400	4.900	17.280	20.800	31.490	40.200
2.500	7.500	17.350	20.110	32.000	40.400
2.600	7.700	18.400	20.375	33.220	

*Engineering for these locations is included in the work scope of A80534.

(Construction/Benefit are in Cook and Will Counties)

PROJECT ELEMENT DESCRIPTION

The bridges outlined above are located in the NIRC-Rock Island District. Due to various deteriorating conditions they require rehabilitation. Among the problems are cracks in the arches, spalling and erosion of the stone blocks, corrosion of the floor systems and other steel members, and deterioration of timbers.

The project is necessary to correct the effects of years of deferred maintenance; to extend the life of the structures; to reduce the high maintenance expense from limited operating funds; and to reduce additional future capital costs.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1216 - (Cont.)

PROJECT ELEMENT DESCRIPTION

This project is a continuation of a previously approved project. Project Element C51016, in Grant IL-03-0085/CAP-81-163-FED, rehabilitated the NIRC-RID right-of-way and structures between the Congress Expressway Bridge and Bridge No. 5, the Wells Street approach to 12th Street.

Please note that the locations that have either City or IDOT after them are included in this project element in order to complete a total rehabilitation of the bridges. The RTA will not duplicate any work done by the City or IDOT. Once these bridges are fully rehabilitated, they should have a life expectancy of approximately 50 years.

Previous funding was for rehabilitation of retaining walls and wing walls. FY83 funding will cover partial rehabilitation of Bridge Numbers 401,403 and 404. FY84 funding is for completion of the rehabilitation of Bridge Numbers 401, 403, and 404. Future funding will be required for rehabilitation of the remaining bridges.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	1,075,000
TOTAL ESTIMATED COST	$ 1,075,000

FUNDING SCHEDULE

Previously Funded	$ 750,000
FY83	1,500,000
FY84 Phase I	1,075,000
FY84 Phase II	-0-
FY85-88	13,675,000
TOTAL ESTIMATED COST	$17,000,000

Page 3 of 3

3. FY84 Commuter Rail - Signal/Electrical/Communications

Projects in this section involve the flow of power for propulsion, signals, interlockers, communications and electrical support equipment such as switch heaters. This category tends to be dominated by Illinois Central Gulf (ICG) projects, since the ICG Commuter Division is the only electrified railroad in the region. The cost of the FY84 Signal/Electrical/Communications projects is $14.417 million of which $13.667 million is in Phase I.

Electrical projects in FY84 include: replacement of the ICG's main messenger wire; upgrading of AC & DC electrical feeders; renewal of feeders; signal transformers at CUS; installation of a supervisory system controlling AC and DC current; and replacement of DC impedance bonds, and switch heaters. These projects are necessary to insure the efficient operation of the commuter rail system and minimize delays caused by antiquated equipment. Many of these projects will also result in operating savings because the new equipment will require far less routine maintenance and in the case of the switch heaters, will no longer require manual operation.

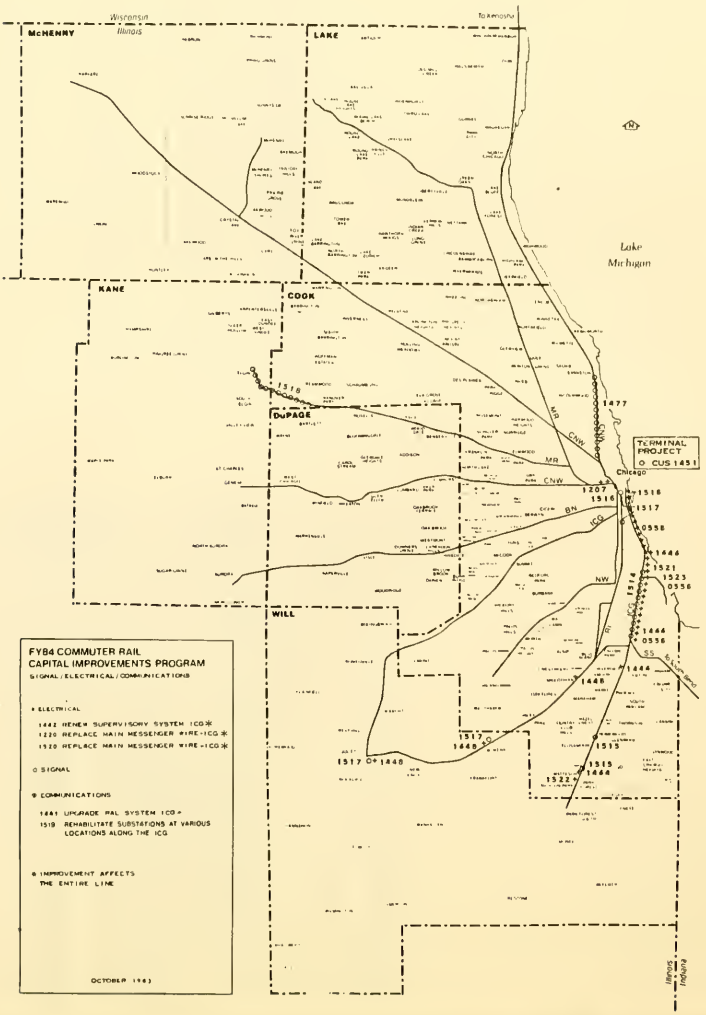
Signal projects include: bi-directional signaling on the CNW; advance approach signals on the ICG; replacement of signal cable on the NIRC-RI; and installation of a centralized train control system (CTC) on the new extension to Almora on the NIRC-M. These signal devices provide information to train crews on track conditions ahead. In the case of the bi-directional signaling on the CNW, significant capital savings will be realized because this project will allow for the removal of a track and interlocking plant.

Interlockers are reconstructed consistent with the Interlocking Plant Consolidation Study. Reconstruction is needed due to obsolete equipment and in order to reduce a potential source of delays and interruptions to the trains.

The communications project is the upgrading of the Passenger Assistance Link (PAL) on the ICG. This project allows for information flow between passengers, train crews and dispatchers. It contributes to efficient fare collection and the security of passengers and property in the stations and on trains.

Figure F illustrates the locations of the FY84 Signal/Electrical/Communications projects. This figure is followed by detailed project descriptions.

FIGURE F


Wisconsin
Illinois
Indiana
McHENRY
LAKE
KANE
COOK
DuPAGE
WILL
Lake Michigan
Chicago
TERMINAL PROJECT
O CUS 1451
FY84 COMMUTER RAIL
CAPITAL IMPROVEMENTS PROGRAM
SIGNAL/ELECTRICAL/COMMUNICATIONS
ELECTRICAL
1442 RENEW SUPERVISORY SYSTEM ICG*
1220 REPLACE MAIN MESSENGER WIRE-ICG*
1520 REPLACE MAIN MESSENGER WIRE-ICG*
O SIGNAL
COMMUNICATIONS
1441 UPGRADE PAL SYSTEM ICG*
1519 REHABILITATE SUBSTATIONS AT VARIOUS LOCATIONS ALONG THE ICG
* IMPROVEMENT AFFECTS THE ENTIRE LINE
OCTOBER 1983

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1207 - Consolidation and Modernization of the Lake/Clinton Street Interlockers (CNW)

TOTAL ESTIMATED FY84 COST $ 3,000,000 Phase I

LOCATION

CNW Lake/Clinton Street Interlockers (MP 0.1 - 0.3). (Construction is in Cook County; DuPage, Kane, Lake and McHenry Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project element is designed to be completed in segments. This project includes the engineering, material and labor required to modernize and consolidate the Lake Street and Clinton Street Interlocking Plants on the CNW.

The Lake Street and Clinton Street Interlocking Plants were installed in 1911. Both facilities have reached the end of their economically useful lives. These obsolete electromechanical interlocking plants breakdown with increasing frequency, adversely affecting commuter operations.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1207 - (Cont.)

PROJECT ELEMENT DESCRIPTION

The interlocking machines and switch machines at these interlockers are extremely old and difficult to maintain to FRA standards due to the age of the equipment, and replacement parts are no longer available. Consequently, the CNW must fabricate replacement parts in its shops.

Under this project a new consolidated Lake and Clinton Interlocker control will be constructed. Obsolete electromechanical switch machines will be replaced by high voltage dual control machines; interlocking safety circuits will be replaced; where required, cable will be replaced; and track and signal layouts will be modified to simplify train movements. Improved operation efficiency and significant reductions in operating and maintenance expenses will be realized through the consolidation and modernization of the Lake/Clinton Street Interlockers.

Funds previously programmed for this project were for the initial engineering and design of the consolidation and modernization of the Lake/Clinton Street Interlocker facilities. FY84 funds are requested for materials and labor necessary to bring the Lake/Clinton Street Interlockering facilities into compliance with FRA regulations.

Subsequent funding requests will be necessary for the completion of the tasks outlined above as determined by the engineering design segment.

Modernization of the Lake and Clinton Streets Interlockers has begun under Grant IL-03-0089/Cap-81-173-FEO. Under Project Element C71067, approximately 20 of the 95 obsolete switching machines at the Lake Street Interlocker are scheduled for replacement.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1207 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 100,000
Contract Purchases	2,500,000
Contract Construction	400,000
TOTAL ESTIMATED COST	$3,000,000

FUNDING SCHEDULE

Previously Funded	$ 360,000
FY83	-0-
FY84 Phase I	3,000,000
FY84 Phase II	-0-
FY85-88	3,000,000
TOTAL ESTIMATED COST	$ 6,360,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal Electrical/Communications

PROJECT ELEMENT

1477 - Installation of Bi-directional Signaling, Deering to Wilmette (CNW)

TOTAL ESTIMATED FY84 COST: $ 2,205,000 Phase I

LOCATION

CNW Commuter Rail - North Line, Kenosha Subdivision, Track No. 3 (MP 3.2-12.4) between Chicago and Evanston and a crossover in Wilmette. (Construction is in Cook County; Lake County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project provides for track and signal rehabilitation and improvements on the CNW's North Line between MP 3.2 and MP 12.9. FY83 funding of this project included installation of industry turnouts on Track No. 2, extension of platforms and removal of track between MP 3.2 and MP 12.4 on Track No. 1. Signal work included the installation of electric locks and traffic lock circuits on Track No. 2 and removal of signals on Track No. 1 between MP 3.2 and 12.4.

FY84 funding of this project is for the installation of bi-directional signaling on Track No. 3 of the North Line between MP 3.2 and MP 12.9. Double crossovers, remotely controlled from the existing tower at Clybourn, will be installed at Wilmette (MP 14.5) and Rogers Park. This will permit the removal of Track No. 1 (MP 3.2 - MP 12.9) and the Canal Interlocking Plant.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1477 - (Cont.)

PROJECT ELEMENT DESCRIPTION

It is estimated that a significant capital savings of approximately $4.4 million dollars over 5 years and operating savings of approximately $138,000/yearly can be realized by the completion of this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 80,000
Contract Purchases	1,100,000
Contract Construction	1,025,000
TOTAL ESTIMATED COST	$2,205,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	1,200,000
FY84 Phase I	2,205,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 3,405,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1514 - Install Advance Approach Signals 67th Street to 115th Street (ICG)

TOTAL ESTIMATED FY84 COST: $ 383,000 Phase I

LOCATION

ICG Commuter Rail Line, 67th Street (MP 8.28) to 115th Street (MP 14.5). (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project calls for the installation of advance approach signals (flashing yellow) from 67th Street to 115th Street on the ICG's electric commuter rail line. Installation of this equipment will help to ensure efficient train operations.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 50,000
Contract Purchases	200,000
Contract Construction	133,000
TOTAL ESTIMATED COST	$ 383,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	383,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 383,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

[illegible] :inal/Electrical/Communications

[illegible] ELEMENT

[illegible] - Install Power Interlocker Control 51st Street and 67th Street (ICG)

TOTAL ESTIMATED FY84 COST: $ 500,000 Phase I

[illegible] SCRIPTION

[illegible] Electric Commuter Rail Line, 51st Street (MP 6.33) and 67th Street (MP 8.24) Interlockers. (Construction is in Cook County; [illegible] County will also benefit)

[illegible] ELEMENT DESCRIPTION

This project calls for the rehabilitation of the 51st Street and 67th Street Interlockers. The present system is no longer adequate due to the obsolescence of the control machines, switch machines and other equipment. Replacement parts are no longer available and must be fabricated by railroad personnel.

The facilities have reached the end of their economically useful lives. The new facilities will eliminate a major source of potential delay of trains and service disruptions. The incidence of malfunction will be decreased and the availability of parts will greatly reduce the time and expense associated with service restoration.

This project element has previously been approved for relaying of rail and replacement of turnouts. This work is requested in conjunction with the track improvements.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

0556 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 50,000
Contract Purchases	-0-
Contract Construction	450,000
TOTAL ESTIMATED COST	$ 500,000

FUNDING SCHEDULE

Previously Funded	$ 4,818,000
FY83	-0-
FY84 Phase I	500,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 5,318,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1444 - Upgrade AC & DC Electrical Feeders Commonwealth Edison & ICG Substations (ICG)

TOTAL ESTIMATED FY84 COST: $ 350,000 Phase I
$ 550,000 Phase II

LOCATION

On the ICG Electric Commuter Rail Line, Main Line substations at: 16th Street (MP 2.0), Brookdale (MP 8.5), Front Street (MP 14.5), Harvey (MP 20.0), Vollmer (MP 24.9); South Chicago Branch - Cheltenham (MP 2.6); and Blue Island Branch - Laflin (MP 2.7). (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

AC feeders provide AC power to those signals, lights, stations, etc. on the commuter rail system from substations.

DC feeders connect rectifiers to those railroad facilities which use DC power, such as certain switches and the catenary system for propulsion power.

The feeders to be upgraded are over 55 years old and are subject to frequent failure. AC/DC feeder failures result in power outages which in turn cause delays of commuter trains. The feeders must be replaced if reliable service is to be maintained. Upgrading or replacement of transformers will be done as needed.

FY83 funds are for the initiation of the engineering stage of the project. FY84 funds are for continued engineering and the purchase of long lead time materials. Future funding is the purchase of additional material and labor costs.

PROJECT ELEMENT

1444 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ 100,000	$ -0-
Contract Purchases	250,000	200,000
Contract Construction	-0-	350,000
TOTAL ESTIMATED COST	$ 350,000	$ 550,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	50,000
FY84 Phase I	350,000
FY84 Phase II	550,000
FY85-88	2,846,000
TOTAL ESTIMATED COST	$3,796,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1519 - Rehabilitate Substations/Tie Stations/Support Facilities

TOTAL ESTIMATED FY84 COST: $ 1,000,000 Phase I

LOCATION

On the ICG Electric Commuter Rail Line, Main Line substations at: 16th Street (MP 2.0), Brookdale (MP 8.5), Front Street (MP 14.5), Harvey (MP 20.0), Vollmer (MP 24.9), Park Forest South (MP 31.4); South Chicago Branch: Cheltenham (MP 2.6); and Blue Island Branch: Laflin (MP 2.7). Tie stations at: Riverdale (MP 17.3), 51st Street (MP 6.3), 95th Street (MP 12.0) and Matteson (MP 28.2). (Construction/Benefit is in Cook and Will Counties)

PROJECT ELEMENT DESCRIPTION

This project covers sub and tie station buildings and equipment modifications, alterations and additions along with implementation of operation and maintenance facilities.

FY84 funding is for engineering, design, purchase of materials and construction of accommodations for maintenance crew quarters. Required equipment and space for effective electrical crew operations will be provided. A new transfer trip protection system will be researched, designed, purchased and installed allowing close monitoring and prompt response by operators preventing extensive damage to electric switchgear and control equipment.

These sub and tie station buildings, with the exception of Park Forest South and Matteson, are over fifty years old and require modifications and improvements. Future funding will cover such items as new roofs, enclosed windows, tuck pointing, steel doors, ventilating, security protection, and driveway and ground improvements. Existing AC distribution equipment and cables are obsolete and deteriorated beyond economical repair and will be replaced with new modern equipment. Modernization of the Front Street substation distribution switchgear is required and will consist of the purchase and installation of equipment compatible with other substations.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1519 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 150,000
Contract Purchases	600,000
Contract Construction	250,000
TOTAL ESTIMATED COST	$ 1,000,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	1,000,000
FY84 Phase II	-0-
FY85-88	3,000,000
TOTAL ESTIMATED COST	$ 4,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1442 - Install Supervisory System DC Sub & Tie Stations (CE System) (ICG)

TOTAL ESTIMATED FY84 COST: $ 600,000 Phase I

LOCATION

On the ICG Electric Commuter Rail Line; Randolph Street (MP 0.0) to Park Forest South (MP 31.5). (Construction is in Cook and Will Counties)

PROJECT ELEMENT DESCRIPTION

The Supervisory System controls the operations of electrical sub and tie stations which supply AC and DC electrical current. AC power is used by individual signals, stations, lights, switch heaters and other related equipment. DC is used for train propulsion. The Supervisory System ensures that power requirements on any given part of the line are met and that power is reduced or cut off in response to reduced demand or equipment problems such as a fallen catenary wire. The existing system is difficult to maintain due to its age and the difficulty in locating spare parts. The existing lines lie beside Communications Department lines and at times impede the opening of signals and nearby electrical devices.

A new system employing state-of-the-art technology (i.e. a combination of solid-state and electro/mechanical instead of the obsolete electro/mechanical equipment now being used) will improve the response time in connection with opening and closing equipment at the stations. The result will be improved and more efficient operations.

FY83 funding is for engineering and design. FY84 funding is for the purchase of materials and preliminary construction. Future funding will cover the remainder of construction.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1442 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 50,000
Contract Purchases	400,000
Contract Construction	150,000
TOTAL ESTIMATED COST	$ 600,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	500,000
FY84 Phase I	600,000
FY84 Phase II	-0-
FY85-88	3,000,000
TOTAL ESTIMATED COST	$4,100,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1515 - Purchase/Install Advance Approach Signals (ICG)

TOTAL ESTIMATED FY84 COST: $ 30,000 Phase I

LOCATION

ICG Electric Commuter Rail Line, Track No. 1 from MP 24.2 to MP 24.8 and MP 28.0 to MP 28.8. (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project involves the purchase and installation of Advance Approach Signals on the ICG's Track No. 1. The ICG revised their stopping distance for electric trains from 2,640 feet to 3,500 feet. This change mandates a different spacing of signals to ensure safety and allow for maximum speed (65mph).

The flashing Advance Approach Signals will be installed on northbound Track No. 1 between block signals 24.18 and 24.75 and southbound on Track No. 1 between signals 27.98 and the Matteson CTC.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1515 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 3,000
Contract Purchases	10,000
Contract Construction	17,000
TOTAL ESTIMATED COST	$ 30,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	30,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 30,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Comminications

PROJECT ELEMENT

1516 - Purchase and Install a Motor-operated Disconnect Switch for 11th Place (ICG)

TOTAL ESTIMATED FY84 COST: $ 33,000 Phase I

LOCATION

At 11th Place (MP 1.3) in Chicago, Illinois. (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

Present ICG provisions for electrical sectionalization will not permit train movement on Main Track No. 3 between 11th Place and Monroe Street when the catenary system above Storage Track No. 4 is not energized. There is no facility for electrically separating the catenary wires above the storage track from those required for the movement of trains on Main Track No. 3. For two reasons it should be possible to de-energize the storage track without affecting main line traffic: 1) electricians need to inspect and work on the equipment stored there, and 2) a fault on the catenary wires above this track could disrupt either of the peak rush periods.

The installation of a motor operated disconnect switch in the vicinity of structure I-19 will resolve this problem. It will enable trains to proceed northward at 11th Place on Main Track No. 3 and from Main Track No. 4 into Main Track No. 3, providing improved operating flexibility and efficiency at the Randolph Street Terminal.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1516 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Numerous rush hour train delays can be anticipated in the event of a wire fault on Storage Track No. 4. With the present circuit configuration an extensive bottleneck is unavoidable if a fault occurs at this location and all trains have to enter and leave the Randolph Street Depot on Main Track Nos. 1 and 2. Excessive overloading of the circuit breakers feeding Tracks No. 1 and No. 2 can further compound the problem by interruption of all electrical service.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 4,000
Contract Purchases	15,000
Contract Construction	14,000
TOTAL ESTIMATED COST	$ 33,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	33,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 33,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1517 - Replacement of Signal Cable (NIRC-RI)

TOTAL ESTIMATED FY84 COST: $ 200,000 Phase I

LOCATION

NIRC-Rock Island District (MP 0.1, 0.2, 1.1, 4.3, 29.3 and 40.0). (Construction/benefit is in Cook and Will Counties)

PROJECT ELEMENT DESCRIPTION

This project involves the replacement of deteriorating signal cable on the NIRC-RI. To insure proper operation of the signals, outdated and defective cable has to be replaced.

Defective cable can cause false clear signal messages on the system. A false clear message of a block or interlocking signal is extremely dangerous. It gives the engineman an indication by signal that the track ahead is clear of all train movements and that all switches are properly lined, where in fact a train movement may be ahead and a switch point open.

It is imperative that deteriorating insulation and equipment which does not meet FRA requirements be replaced promptly in order to ensure efficient operations.

Funds requested in FY84 are for the initial phase of engineering, material and labor required to begin the replacement of signal cable. Subsequent funding will be for continued installation of signal cable at locations to be determined.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1517 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 30,000
Contract Purchases	100,000
Contract Construction	70,000
TOTAL ESTIMATED COST	$ 200,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	200,000
FY84 Phase II	-0-
FY85-88	800,000
TOTAL ESTIMATED COST	$1,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1518 - Extension of CTC Territory to Almora. (NIRC-M)

TOTAL ESTIMATED FY84 COST: $1,000,000 Phase I

LOCATION

From the west end of the present CTC territory (MP 30.1) near Bartlett to the new signal end point of the West Line in Pingree Grove (MP 44.4). (Construction is in Kane County; Cook and DuPage Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

Centralized train control is vital to efficient train operations. The exact locations of the CTC equipment will be determined during the engineering phase of this project.

Between Bartlett and Elgin, materials are purchased for the most part* and construction will consist primarily of making the necessary hook-ups. For the line between Elgin and Almora, funds are requested for acquisition of materials, labor and construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 125,000
Contract Purchases	600,000
Contract Construction	275,000
TOTAL ESTIMATED COST	$ 1,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1518 - (Cont.)

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	1,000,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 1,000,000

*CTC equipment for use between Bartlett and Elgin was purchased by the Northwest Suburban Mass Transit District under Grant IL-0022/CAP-72-001-FED.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

[illegible] Signal/Electrical/Communications

PROJECT ELEMENT

1441 - Upgrade PAL (Passenger Assistance Link) Equipment (ICG)

TOTAL ESTIMATED FY84 COST: $ 100,000 Phase I

LOCATION

The PAL Central Center is at 16934 Park Avenue, Hazel Crest, Illinois. (Construction is in Cook County; Will County will also benefit)

The stations equipped with PAL devices are:

Randolph St/So. Water	151 North Michigan Avenue
[illegible] Street	151 East Van Buren Street
Roosevelt Road	125 East 11th Place
23rd Street	23rd & South Park (480 East)
[illegible] Street	1546 East 53rd Street
[illegible]-56th-57th Street	1528 East 57th Street
54th Street	1510 East 59th Street
75th Street	1200 East 75th Street
79th Street	1055 East 79th Street
83rd Street	83rd & Commercial Avenue (3000 East)
87th Street	87th & Houston (3026 East)
91st Street	91st & Drexel (900 East)
95th Street	95th & Cottage Grove (800 East)
103rd Street	639 East 103rd Street
107th Street	107th & Cottage Grove (500 East)
111th Street	467 East 111th Street
115th Street	418 E. 115th Street
137th Street	137th & Dearborn (100 East)

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1441 - (Cont.)

LOCATION

Ivanhoe	144th & School Street (300 East)
147th Street	147th & Clinton (500 West)
Harvey	15401 Park Avenue (900 West)
Hazel Crest	171st & Park Avenue (2100 West)
Calumet	175th Street (2200 West)
Homewood	180th & Park Avenue (2300 West)
Flossmoor	Sterling & Central Drive (2600 West)
Olympia Fields	203rd & Kedzie Avenue (3200 West)
211th Street	211th (U.S. 30) & Kedzie Avenue (3200 West)
Matteson	215th & Main Street (3400 West)
Richton Park	Sauk Trail & Richton Road
Park Forest South	Governors Hwy. & Stuenkel Road

Blue Island Branch:

State Street	121st & State Street
Stewart Ridge	121st & Stewart (400 West)
West Pullman	812 West 121st Street
Racine Avenue	121st & Racine (1200 West)
Ashland Avenue	124th & Ashland (1600 West)
Burr Oak	127th & Lincoln, Blue Island (1800 West)
Blue Island	2230 Vermont (13100 South)

South Chicago Branch:

Stony Island	71st & Stony Island (1600 East)
Bryn Mawr	71st & Jeffery (2000 East)
South Shore	71st & Yates (2400 East)
Windsor Park	75th & Saginaw (2635 East)
79th St/Cheltenham	79th & Exchange (3000 East)
83rd Street	83rd & Commerce
87th St/So. Chicago	87th & Houston
91st St/So. Chicago	91st & Baltimore (2831 East)

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1441 - (Cont.)

PROJECT ELEMENT DESCRIPTION

This project involves purchasing two new computers for the PAL (Passenger Assistance Link) Control Center, and constructing the proper storage area for the equipment. The present PDP 11/15 computers are obsolete, and replacement components are no longer available. Complete failures affect the fare collection process, the ability to make PA announcements, and security in the commuter stations.

Funds requested in FY83 will be used for engineering analysis and design. FY84 funds will be used to complete the engineering of the proper air-conditioned storage environment for the computer equipment. Future program years will call for funds to purchase and install equipment.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 100,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 100,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	50,000
FY84 Phase I	100,000
FY84 Phase II	-0-
FY85-88	1,000,000
TOTAL ESTIMATED COST	$ 1,150,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1220 - Renovation of Power Distribution System; Replacement of Main Messenger Wire (ICG)

TOTAL ESTIMATED FY84 COST: $ 450,000 Phase I

LOCATION

ICG (Electric) - Six (6) miles on Track No. 4, 23rd Street (MP 2.06) to 65th Street (MP 8.17). Two (2) miles on Track 1 - 23rd Street (MP 2.06) to 34th Street (MP 3.95) and two (2) miles on Track 2 - 95th Street (MP 12.06) to 113th Street (MP 14.26). (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project calls for the replacement of the main messenger wire of the ICG's electric line power distribution system. Replacement of this system is necessary to maintain reliable electric power to the ICG commuter rail system.

The main messenger cable is suspended from steel catenary structures spaced about 300 feet apart. Attached to the main messenger is an auxiliary messenger wire held by hangers. Two grooved contact wires are suspended by clips from the auxiliary messenger. The main and auxiliary messengers and contact wires are connected so that the four wires act as one electrical conductor.

The main messenger wire is a composite cable .810" in diameter, which consists of an inner core of seven #6 AWG steel strands surrounded by an outer layer of twelve #6 AWG hard drawn copper strands. The steel strands in the inner core are coated with copper to prevent the steel from rusting. For this reason, they are known as copperweld strands.

PROJECT ELEMENT

1220 - (Cont.)

PROJECT ELEMENT DESCRIPTION

When the main messenger wire was manufactured in the early 1920's, its life expectancy was seventy years. Some thirty years later, however, several rust spots appeared on the inner core, which caused the outer strands of the wire to swell. The railroad made a more detailed inspection of the cable and found numerous places in which one or more of the seven inner copperweld strands had rusted away completely.

In the mid 1950's the railroad contacted the cable manufacturer, Copperweld Company, and the condition of the main messenger was studied extensively. In 1975, engineers from the ICG and Copperweld made a careful field inspection of the catenary which uncovered 226 rust spots between 11th Place and 64th Street. Several pieces of main messenger wire were removed from the catenary and sent to Copperweld's Laboratory to be tested. After conducting the tests, Copperweld concluded that the rusting had stabilized and that the cable would not deteriorate further.

ICG engineers have inspected the cable in the same area as before, and found 332 rust spots, an increase of 106. The engineers concluded that the rusting condition had not stabilized as predicted, but, in fact, is getting worse. Not only did they discover that the steel core is deteriorating, they also found that the outer copper strands are becoming hard and brittle and are starting to crack.

In the past, the railroad's maintenance people could use a screwdriver to spread the outer strands of the cable and knock the rust off the inner core to relieve tension on the outer strands. When this procedure is attempted with the current condition of the wire, the outer strands break because of their hard, brittle condition.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1220 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Funds requested for FY84 under this project are for the material required to continue the messenger wire replacement program started under Grant IL-03-0073 (Project Elements A80524 and A80554). Subsequent funding will be required to complete the work started under Grant IL-03-0073 and this grant. Previous projects in which messenger wire has been replaced are:

A80524: replacement of 10 miles
A80554: replacement of 6.5 miles

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	450,000
TOTAL ESTIMATED COST	$ 450,000

FUNDING SCHEDULE

Previously Funded	$ 440,000
FY83	450,000
FY84 Phase I	450,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 1,340,000*

*Only shows estimated funds required through FY84, does not include $2,925,000 previously funded under Grant IL-03-0073.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1447 - Renovation of Power Distribution System; Replacement of Main Messenger Wire (ICG)

TOTAL ESTIMATED FY84 COST: $ 450,000 Phase I

LOCATION

ICG (Electrified) Commuter Rail Line, Track No. 3 and Track No. 4 between 63rd Street (MP 2.7) and 115th Street (MP 14.5) in Chicago, Illinois. (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project is to complete the replacement program of the main messenger wire on the ICG's electric line power distribution system. The existing wire was manufactured in the early 1920's and has deteriorated such that replacement of this system is mandatory in order to maintain consistent electrical power to the commuter rail line.

For a detailed description of the material and the process of deterioration which requires its replacement, please see Project Element 1221.

FY83 funding was for the purchase of material. FY84 funding is for the labor required to complete this program.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1447 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	450,000
TOTAL ESTIMATED COST	$ 450,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	435,000
FY84 Phase I	450,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 885,000*

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1520 - Replacement of Main Messenger Wire (ICG)

TOTAL ESTIMATED FY84 COST: $ 850,000 Phase I

LOCATION

ICG (Electric) Commuter Rail Line Track No. 1 and Track No. 2 (MP 2.7 to 14.5). (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project calls for replacement of the main messenger wire of the ICG's electric line power distribution system.

For a complete description of the material and the process of deterioration which requires its replacement, please see Project Element 1220.

The 11.8 miles of wire represents a continuation of messenger wire replacement under the following grants:

Grant IL-03-0073/CAP-78-110-FED, Project A80524 and A80554
Grant IL-03-0093/CAP-82-194-FED, Project D41220

FY84 funding is for engineering, the partial purchase of material and initial construction. Future funding is required for additional material and to complete construction.

PROJECT ELEMENT

1520 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 50,000
Contract Purchases	360,000
Contract Construction	440,000
TOTAL ESTIMATED COST	$ 850,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	850,000
FY84 Phase II	-0-
FY85-88	6,000,000
TOTAL ESTIMATED COST	$ 6,850,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1451 - Renew Signal Transformers/Switches, Chicago Union Station Company (CUS)

TOTAL ESTIMATED FY84 COST: $ 200,000 Phase I

LOCATION

Chicago Union Station (CUS) Chicago, Illinois. (Construction is in Cook County; DuPage, Kane, Lake and Will Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project is designed to be completed in two segments. FY83 funding involves the replacement of signal transfer switches and the purchase/installation of signal cable and terminal cases. FY84 funding will involve the replacement of 9 pairs of signal transformers.

A constant uninterrupted source of energy is essential to the successful operation of automatic signaling and train control. To avoid prolonged interruptions to the power supply of an AC signaling system, a normal and emergency source of power, and a means for transferring the load between the two sources, is mandatory.

Signal delays resulting from power supply failure and manual switching are virtually eliminated when utilizing automatic switching equipment. Power exchange from one source to the other is instantaneous and the entire line with its multiple sources of power, is coordinated one part with another.

FY83 funding will replace the existing signal transfer switches that are deteriorated, and install new conduits and wire from the transformer to transfer switches as warranted. Also included will be the purchase and installation of signal cable and terminal cases from Taylor to Roosevelt.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1451 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funding is to replace nine pairs of antiquated electro-mechanical step-down (from 2300V to 110V) transformers. Each pair consists of a primary and emergency unit. The transformers are located at Roosevelt Road, Taylor Street, Polk Street, Hanson Tower, Harrison Street, Jackson Boulevard, Monroe Street, Washington Street and Lake Street.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	50,000
Contract Construction	150,000
TOTAL ESTIMATED COST	$ 200,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	400,000
FY84 Phase I	200,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 600,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1427 - Renew CUS Interlockers (Chicago Union Station - BN, ICG, NW, NIRC-M)

TOTAL ESTIMATED FY84 COST: $ 2,000,000 Phase I

LOCATION

At Chicago Union Station, 210 South Canal Street, in Chicago. (Construction is in Cook County - DuPage, Kane, Lake and Will Counties will benefit)

PROJECT ELEMENT DESCRIPTION

The CUS interlockers project involves replacing both existing, extended north and south interlocking facilities with the new entry exit type systems. The present system is no longer adequate due to the obsolescence of the control machine, switch machines and other equipment. Replacement parts are no longer available and must be fabricated by railroad personnel. The third main constructed on the north end of CUS will be integrated into the track system as part of the interlocker renewal.

The new interlocker will eliminate a major source of potential delay of trains and disruption of service. The incidence of malfunction will be decreased and the availability of parts will greatly reduce the time and expense associated with service restoration. The CUS interlockers are an important system which combine to protect the movements of four commuter operations (BN, ICG, NW, NIRC-M) and the through movements of trains before and after revenue service.

The FY83 funds requested were for preliminary design and engineering of the CUS interlocker(s). FY84 funds are required for continuation of engineering and purchase of long lead time materials. Future funding is for labor and materials.

PROJECT ELEMENT

1427 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 100,000
Contract Purchases	1,800,000
Contract Construction	100,000
TOTAL ESTIMATED COST	$ 2,000,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	200,000
FY84 Phase I	2,000,000
FY84 Phase II	-0-
FY85-88	6,000,000
TOTAL ESTIMATED COST	$ 8,200,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1521 - Replacement of DC Impedance Bonds (ICG)

TOTAL ESTIMATED FY84 COST: $ 116,000 Phase I

LOCATION

ICG Electric Commuter Line (MP 23.62 to MP 26.30). (Construction is in Cook county; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project involves the replacement of deteriorated DC impedance bonds on the ICG electric lines.

The impedance bonds to be replaced have reached the end of their economically useful lives, and have deteriorated to the extent that their inability to adequately carry propulsion current across insulated joints results in train delays. Insulated joints are installed in rail sections to define signal block limits. On both an electric and a non-electric railroad, the insulated joint efficiently segments the rail line into blocks. However, on an electric railroad, which utilizes the rail for the return mode for propulsion current, the insulated joint acts like a break in the rail and doesn't allow the passage of the return propulsion current. Impedance bonds, high current carrying devices installed at insulated joints, act as a conduit for return DC propulsion current and at the same time restrict the passage of AC signal current, thereby, effectively maintaining the integrity of the block signal system.

Existing vintage 500 amp and 1000 amp impedance bonds are not adequate to handle the increased electrical loads imposed by new rolling stock power sources requirement. This project will replace existing impedance bonds with new 1500 amp impedance bonds.

PROJECT ELEMENT

1521 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funding is requested for material and labor required for portions of the impedance bonds to be replaced. Subsequent funding will be required to complete the impedance bond replacement program started under this project element.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	90,000
Contract Construction	26,000
TOTAL ESTIMATED COST	$ 116,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	116,000
FY84 Phase II	-0-
FY85-88	464,000
TOTAL ESTIMATED COST	$ 580,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Signal/Electrical/Communications

PROJECT ELEMENT

1448 - Replace 550V Power, Blue Island to Joliet (NIRC - RI) Phase I

TOTAL ESTIMATED FY84 COST: $ 200,000 Phase I

LOCATION

NIRC-Rock Island District Commuter Rail Line. Three transformers to be eliminated at MC Tower in Joliet (MP 40.2), Mokena (MP 29.6), and Robbins (MP 17.2). (Replacement installations are in multiple locations in Cook and Will Counties)

PROJECT ELEMENT DESCRIPTION

This project involves the replacement of the existing 550 volt power transmission system on the NIRC-RI commuter line, with multiple local 110-120V connections.

Currently, power to remote locations on the NIRC-RI line is carried between Joliet and Blue Island at 550V and is obtained through three transformers connected to the utility company transmission system. The 550V power line is situated 10 feet above ground in several locations. Optimal conditions warrant eliminating these lines.

Funds requested in FY83 were for the engineering study of ways in which it is feasible to connect into the local Commonwealth Edison supply thereby eliminating the need for NIRC-RI 550V power. Requested FY84 funds are for materials and labor necessary to make the actual local connections.

PROJECT ELEMENT

1448 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	75,000
Contract Construction	125,000
TOTAL ESTIMATED COST	$ 200,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	25,000
FY84 Phase I	200,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 225,000

4. FY84 Commuter Rail - Support Facilities and Equipment

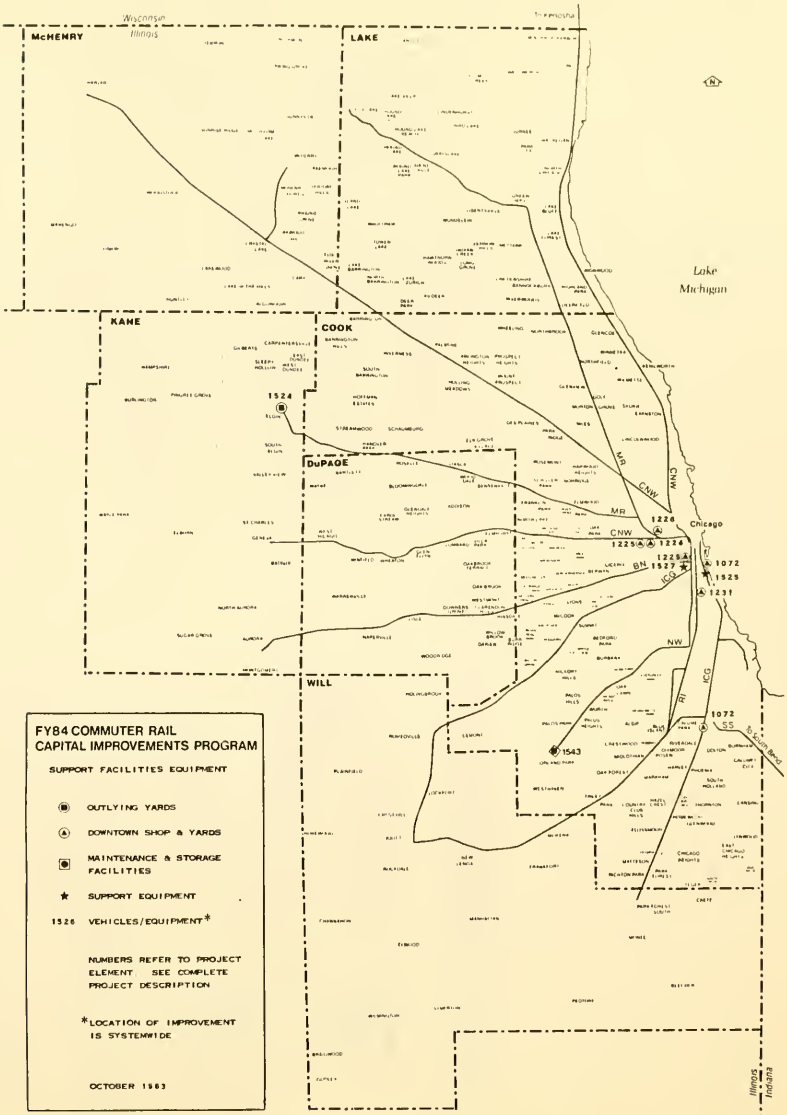
The types of support facilities included in this section are locomotive and car storage yards, maintenance shops, crew amenities, and material storerooms. Many of the support facilities were constructed over 50 years ago and are no longer adequate to serve current needs. Deferred maintenance also contributed to the problem. The FY84 projects will cost $19.012 million with $14.012 million in Phase I.

A primary emphasis of not only this section, but of the FY84 Rail Program is the renovation and improvement of yard and shop facilities. This is necessary in order to properly service and store the rail rolling stock fleet. Improvements will include upgrading ventilation and heating facilities, improving crew facilities, expansion of support shops, installation of oil and fuel storage tanks and improved yard lighting. Yard and shop renovations will continue to include large capital investments for completion through FY88.

The other main category for capital expenditure in this group is support equipment necessary to repair and maintain equipment, in order to maintain an efficient operation. Included in FY84 are snow melters, walkie talkies, a spot welding machine and supervisory vehicles. These support projects represent a much smaller level of investment than the yards and shops and are programmed on an as needed basis.

Figure G illustrates the locations of the FY84 Support Facilities and Equipment projects. Detailed project descriptions follow the figure.

FIGURE G


McHENRY
LAKE
KANE
COOK
DuPAGE
WILL
Wisconsin
Illinois
Indiana
Lake Michigan
Chicago
1524
1226
1225A
1225B
1527
1072
1525
1231
1543
MP
CNW
MNC
BN
ICG
NW
RI
SS
Skyway
FY84 COMMUTER RAIL
CAPITAL IMPROVEMENTS PROGRAM
SUPPORT FACILITIES EQUIPMENT
OUTLYING YARDS
DOWNTOWN SHOP & YARDS
MAINTENANCE & STORAGE FACILITIES
SUPPORT EQUIPMENT
1526 VEHICLES/EQUIPMENT*
NUMBERS REFER TO PROJECT ELEMENT. SEE COMPLETE PROJECT DESCRIPTION
*LOCATION OF IMPROVEMENT IS SYSTEMWIDE
OCTOBER 1983

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1225 - Rehabilitation of M19A Diesel Shop (CNW)

TOTAL ESTIMATED FY84 COST: $ 1,500,000 Phase I
$ 500,000 Phase II

LOCATION

CNW's M19A Diesel Shop, West Line between Kinzie and Chicago Avenue (MP 4.5-5.0) Chicago, Illinois. (Construction is in Cook County; DuPage, Kane, Lake, and McHenry Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project involves the complete renovation and improvement of the CNW's M19A locomotive repair, servicing and storage facilities. Improvements will include, but not be limited to: relocation of the fueling and sanding tracks out-of-doors; shop modernization including repairing drop tables, upgrading the ventilation system, rebuilding the overhead cranes and installing a low pressure steam heat system. The shop will be enlarged to accommodate expanded support shops. The locomotive storage yard will be redesigned and constructed, and additional oil and fuel storage tanks will be installed.

Improvements at this location will be coordinated with improvements done at the California Avenue Yard, CNW's current major servicing, repair and storage facility for commuter cars.

PROJECT ELEMENT

1225 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Funds previously requested were for engineering. Funding requested for FY84 is for equipment purchases and renovation.

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ 50,000	$ -0-
Contract Purchases	1,200,000	-0-
Contract Construction	250,000	500,000
TOTAL ESTIMATED COST	$ 1,500,000	$ 500,000

FUNDING SCHEDULE

Previously Funded	$ 250,000
FY83	125,000
FY84 Phase I	1,500,000
FY84 Phase II	500,000
FY85-88	3,500,000*
TOTAL ESTIMATED COST	$ 5,875,000

*Additional funds may be required. Actual construction and material purchase costs will be determined during the engineering segment of this project.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1224 - Rehabilitation of the California Avenue Coach Yard and Car Shop Facilities (CNW)

TOTAL ESTIMATED FY84 COST: $ 1,500,000 Phase I
$ 500,000 Phase II

LOCATION

CNW's California Avenue Coach Yard and Car Shop Facilities, West Line between Western and Sacramento at Kinzie, Chicago, Illinois (MP 2.7-3.3). (Construction is in Cook County; DuPage, Lake, McHenry and Kane Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project is a continuation of the CNW's Commuter Car/Locomotive Facility Improvement Program begun under Grants IL-03-0034 and IL-03-0089. Under projects C4U960 and C71060 the RTA has programmed the installation of new standby power bridges at California Avenue. Improvements at this location will be coordinated with improvements at CNW's M19A Diesel Shop, their current major servicing and repair facility for locomotives.

This project involves complete renovation of the CNW's California Avenue facilities for commuter car repair servicing and storage. Improvements will include, but not be limited to, relocating and enclosing the sandblasting booth, addition of pits to repair tracks and installation of a low pressure heating system.

Support shops, material storerooms and employee amenity space will be enlarged. Two spray paint booths will be installed and equipment for a new electronics shop will be purchased. Lighting will be installed in the yard and the employees' parking lot will be enlarged.

PROJECT ELEMENT

1224 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Previously approved funds were for engineering costs. Funds requested in FY84 are for equipment purchases and renovation.

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ 50,000	$ -0-
Contract Purchases	1,200,000	-0-
Contract Construction	250,000	500,000
TOTAL ESTIMATED COST	$ 1,500,000	$ 500,000

FUNDING SCHEDULE

Previously Funded	$ 250,000
FY83	125,000
FY84 Phase I	1,500,000
FY84 Phase II	500,000
FY85-88	7,843,000*
TOTAL ESTIMATED COST	$10,218,000

*Additional funds may be required. Actual construction and material purchase costs will be determined during the engineering segment of this project.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1072 - Construct new DC Catenary Crew Facilities (ICG)

TOTAL ESTIMATED FY84 COST: $ 1,000,000 Phase I

LOCATION

ICG Commuter Rail Line - 12th Street, Chicago, Illinois and 124th Street, Chicago, Illinois. (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

The DC Catenary Crew Facilities at 16th and 90th Streets are poorly located in respect to the ICG tracks. In both instances, the crews must traverse numerous freight lines and yard areas in order to utilize the crew facilities. This situation results in the inability of crews to move in and out of the yard in emergencies, and to reach the commuter tracks.

The existing buildings are in poor condition and do not provide adequate space and facilities for the crews. This project involves relocating the 16th Street facility to the end of the platform at 12th Street and the 90th Street facility to 124th Street.

Previous funding was for engineering design. FY84 funds are for the material and labor necessary to complete this project.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1072 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 50,000
Contract Purchases	-0-
Contract Construction	950,000
TOTAL ESTIMATED COST	$ 1,000,000

FUNDING SCHEDULE

Previously Funded	$ 600,000
FY83	-0-
FY84 Phase I	1,000,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 1,600,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1229 - 14th Street Yard Improvements (BN)

TOTAL ESTIMATED FY84 COST: $ 2,400,000 Phase I
$ 1,400,000 Phase II

LOCATION

BN 14th Street Maintenance Yard between Canal Street and the Chicago River (MP 0.85 to 1.2) Chicago, Illinois. (Construction is in Cook County; DuPage and Kane Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project is for the complete renovation of the BN's 14th Street commuter car and locomotive repair, servicing and storage facility. FY83 funding includes engineering and design, and the purchase of equipment requiring long lead time, such as switch machines, car washers, track, signal and maintenance equipment.

FY84 funds are for continued engineering, equipment purchases and construction. Future funding will be required for the completion of material purchases and construction.

Essential lighting improvements were made at 14th Street Yard under a previous project, A50204.

PROJECT ELEMENT

1229 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ 50,000	$ -0-
Contract Purchases	1,500,000	400,000
Contract Construction	850,000	1,000,000
TOTAL ESTIMATED COST	$ 2,400,000	$1,400,000

FUNDING SCHEDULE

Previously Funded	$ 1,060,000
FY83	250,000
FY84 Phase I	2,400,000
FY84 Phase II	1,400,000
FY85-88	24,890,000
TOTAL ESTIMATED COST	$30,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1231 - 47th Street Yard Rehabilitation/Improvements (NIRC-RI)

TOTAL ESTIMATED COST: $ 2,000,000 Phase I
$ 1,000,000 Phase II

LOCATION

NIRC-RI District 47th Street Maintenance Yard at South Federal and the Dan Ryan Expressway, Chicago Illinois (MP 4.7-5.3). (Construction is in Cook County; Will County will also benefit)

PROJECT ELEMENT DESCRIPTION

This project involves the complete renovation of the NIRC-RI's 47th Street commuter car and locomotive repair, servicing and storage facility.

The funds requested in FY82 were for engineering and design for the rehabilitation and modernization of the 47th Street Yard and facilities. As proposed, the engineering/design segment of the project will include, but not be limited to, such items as: platforms, track structure, standby and signal systems rehabilitation and improvements; track layout and signal system modification, rolling stock maintenance, servicing and cleaning equipment; facilities rehabilitation and improvements; and rehabilitation of yard pollution control and service area drainage systems.

PROJECT ELEMENT

1231 - (Cont.)

PROJECT ELEMENT DESCRIPTION

The previous funding request also includes the initial purchasing of long lead time track, signal and maintenance equipment. FY83 and FY84 funding requests are primarily for material purchases and construction.

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ 50,000	$ -0-
Contract Purchases	1,500,000	-0-
Contract Construction	450,000	1,000,000
TOTAL ESTIMATED COST	$ 2,000,000	$1,000,000

FUNDING SCHEDULE

Previously Funded	$ 1,500,000
FY83	1,000,000
FY84 Phase I	2,000,000
FY84 Phase II	1,000,000
FY85-88	24,500,000
TOTAL ESTIMATED COST	$30,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1226 - Rehabilitation of Western Avenue Yard (NIRC-Milwaukee District)

TOTAL ESTIMATED COST: $ 1,500,000 Phase I
$ 600,000 Phase II

LOCATION

NIRC-M District Commuter Rail Line, Western Avenue Maintenance Yard bounded by Western, Grand, Sacramento and Hubbard, Chicago, Illinois (MP 3.0-4.0). (Construction is in Cook County; DuPage, Kane and Lake Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project involves the complete renovation of the NIRC-Milwaukee District western Avenue commuter car and locomotive repair, servicing and storage facility. The renovation will include the rehabilitation of the car and locomotive shops and the demolition of the power and round houses. New store rooms will be constructed for the car and locomotive shops. Platforms, tracks and various equipment will be rehabilitated.

Previously approved funds were for engineering and design. FY83 funds were requested for initial construction, renovation and purchase of long lead time track, signal and maintenance equipment. FY84 funds will be requested for construction and renovation.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1226 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ 50,000	$ -0-
Contract Purchases	1,000,000	-0-
Contract Construction	450,000	600,000
TOTAL ESTIMATED COST	$ 1,500,000	$ 600,000

FUNDING SCHEDULE

Previously Funded	$ 1,000,000
FY83	500,000
FY84 Phase I	1,500,000
FY84 Phase II	600,000
FY85-88	16,400,000
TOTAL ESTIMATED COST	$20,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1524 - West Line Coach Yard (NIRC-Milwaukee District)

TOTAL ESTIMATED FY84 COST: $ 1,000,000 Phase I
$ 1,000,000 Phase II

LOCATION

NIRC-M District West Line new coach yard will be located at or near the terminus of the line. (Construction is in Kane County; Cook and DuPage Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project consists of the construction of a commuter rail coach and locomotive storage yard and attendant facilities. The yard will consist of storage yard and nine tracks, a runaround track, and crew welfare building.

There will also be an electrical substation, standby power units, an oil separator tank and pump, a service roadway and retention pond.

The oil separator tank is to contain and collect any potential oil or other pollutant run off so that the environment is preserved in this area. The electric power standby equipment also protects the environment by using local commercial electric power for the heat and air conditioning equipment so that the locomotives need not be idled for support power.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1524 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Previous funding is available for preliminary engineering, soil testing, land acquisition and purchase of long lead time materials. FY84 funding will be to complete these activities and to initiate construction.

FY84 FUNDING

ACTIVITY	PHASE I	PHASE II
Contract Engineering	$ 1,000,000	$ 100,000
Contract Purchases	-0-	500,000
Contract Construction	-0-	400,000
TOTAL ESTIMATED COST	$ 1,000,000	$ 1,000,000

FUNDNDING SCHEDULE

Previously Funded	$ 2,500,000*
FY83	-0-
FY84 Phase I	1,000,000
FY84 Phase II	1,000,000
FY85-88	4,000,000**
TOTAL ESTIMATED COST	$ 8,500,000

*The $2,500,000 is in Grant IL-03-0022/CAP-72-001-FED, awarded to the Northwest Suburban Mass Transit District.

**Additional funds may be required. Actual construction and material pruchase costs will be determined during the engineering segment of this project.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1542 - Orland Park Terminal (NW)

TOTAL ESTIMATED FY84 COST: $ 200,000 Phase I

LOCATION

Adjacent to the Norfolk & Western right-of-way, immediately south of 153rd Street in Orland Park, Illinois. (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction of a new commuter car and locomotive storage facility and train crew welfare facility. This project is being coordinated with the concurrent engineering and construction, by IDOT, of a new passenger depot and parking facility at the same location.

The storage and train crew facility is needed to replace current storage and crew facilities at 143rd Street in Orland Park, Illinois, the terminal point for passenger service on the N&W. The existing facility consists of a single storage track which is now being used to capacity. Ridership growth trends indicate the need for significant expansions in service in the near future with resulting increases in the need for storage capacity. The 143rd Street storage location is constrained on all sides by existing development, and IDOT's proposed new depot and expanded parking will impose additional space requirements.

The terminal project will consist of a train storage yard with necessary layover protection equipment, and a building containing facilities for the train crews.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1542 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funding is for engineering and design. Future funding will be required for material purchases and construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 200,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 200,000

FUNDING SCHEDULE

Previously	$ -0-
FY83	-0-
FY84 Phase I	200,000
FY84 Phase II	-0-
FY85-88	3,000,000*
TOTAL ESTIMATED COST	$ 3,200,000

*Additional funds may be required. Actual construction and material pruchase costs will be determined during the engineering segment of this project.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1525 - Acquisition of Spot Welding Machine (ICG)

TOTAL ESTIMATED FY84 COST: $ 52,000 Phase I

LOCATION

ICG's Woodcrest Shop, Homewood, Illinois. (Benefit will be in Cook and Will Counties)

PROJECT ELEMENT DESCRIPTION

This project consists of acquisition and installation of a spot-welding machine. The purpose of the machine is for sheet metal work, up to a 3/16" thickness, on the inside and outside of the Highliner cars.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 2,000
Contract Purchases	50,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 52,000

FUNDING SCHEDULE

Previously funded	$ -0-
FY83	-0-
FY84 Phase I	52,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 52,000

Page 1 of 1

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1526 - Acquisition of Vehicles & Equipment for Field Activity; Acquisition of Word Processing Equipment and Telephone System for Office Activity (NIRC-RI/M)

TOTAL ESTIMATED FY84 COST: $ 2,500,000 Phase I

LOCATION

Vehicles and equipment will be assigned to all operators in Cook, DuPage, Kane, Lake, McHenry and Will Counties.

PROJECT ELEMENT DESCRIPTION

Vehicles and equipment are required for use on all lines within the RTA service area, to replace various pieces of obsolete or inadequate equipment and in order to avoid using limited operating funds to lease equipment. Equipment under lease at present will not be renewed upon expiration of the lease. Vehicles and equipment will be assigned to rail operators on the basis of need and work in progress.

Word Processing equipment will improve clerical productivity and provide more expedient support to management and administration.

PROJECT ELEMENT

1526 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 150,000
Contract Purchases	2,350,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 2,500,000

FUNDNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	2,500,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 2,500,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Support Facilities & Equipment

PROJECT ELEMENT

1527 - Maintenance Equipment (RTA)

TOTAL ESTIMATED FY84 COST: $ 360,000 Phase I

LOCATION

All railroads within RTA service territory (Cook, DuPage, Kane, Lake, McHenry and Will Counties will benefit)

PROJECT ELEMENT DESCRIPTION

This project consists of the purchase of a rail tamper, switch tamper and a ballast regulator. The RTA needs this set of dedicated equipment to maintain its investment in ties and ballast without recourse to loaned or leased equipment.

The carrier railroads have similar equipment, but when account is taken of the reasons for the machinery being inactive (weekends, recognized holidays, climatic effects) the equipment is available for 160-170 days/year. Given the speed at which the equipment can travel and the exacting track standards which are required to maintain passenger operating conditions, a typical work load for this equipment is 1.1 miles of tangent track surfaced per day, or 1.5 switches surfaced per day.

The scale of operations - approximately 1075 track miles in RTA service territority - makes it appropriate for RTA to have its own equipment.

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REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1527 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	360,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 360,000

FUNDNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	360,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 360,000

5. FY84 Commuter Rail - Stations

Projects in this category include new and relocated stations; station consolidations; and rehabilitations and improvements. Projects are programmed at location's throughout the RTA service area. Projects vary in scope from minor improvements such as new platform lighting and replacement of deteriorating steps, to construction of completely new station depots and platforms. For example, a complete rehabilitation of the ICG's Van Buren Station is scheduled. This station is a terminal station and serves large volumes of commuters. The level of improvement to a station is generally dependent on the existing conditions, anticipated needs and relative usage of that station.

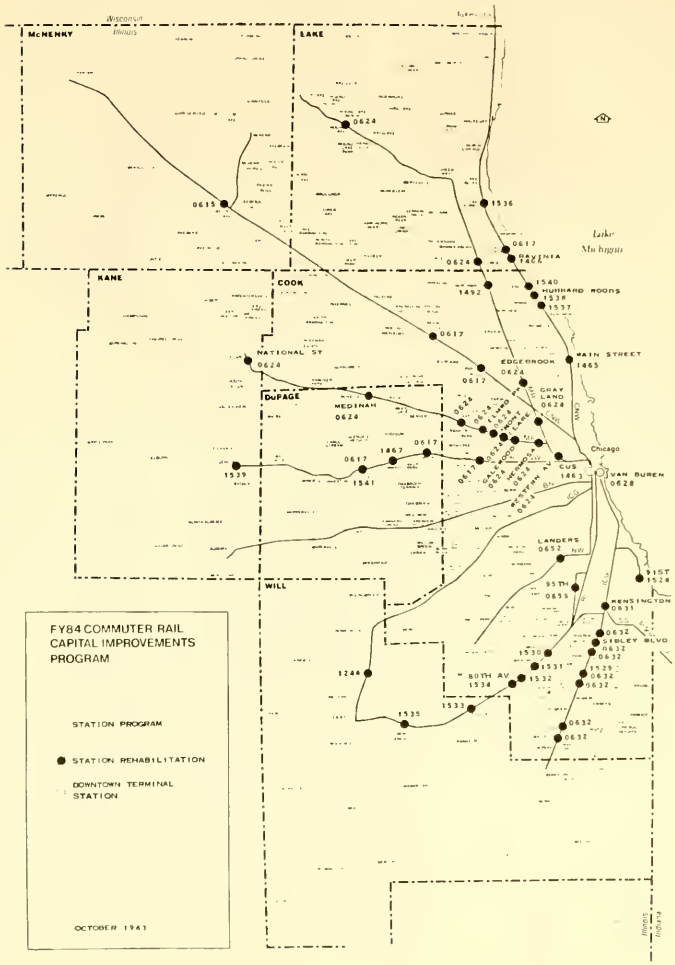
The objective of the station program is to provide secure, comfortable waiting and transfer points for commuter rail passengers with efficient pedestrian flow especially critical in downtown stations. Other important elements are the provision of information on the use of the RTA system and the means to board/alight from trains safely and conveniently.

Most station projects consist of an activity sequence as follows: 1) evaluation of existing conditions and anticipated needs; 2) engineering and design for new or improved facilities; and 3) construction/reconstruction/rehabilitation.

The FY84 program of station improvements will cost $8.055 million with $8.055 million in Phase I.

Figure H illustrates the locations of the FY84 station projects. Detailed project descriptions follow.

FIGURE H


McHENRY
LAKE
KANE
COOK
DuPAGE
WILL
Lake Michigan
Chicago
NATIONAL ST
MEDINAH
HUBBARD WOODS
EDGEBROOK
MAIN STREET
VAN BUREN
LANDERS
91ST
95TH
KENSINGTON
SIBLEY BLVD
80TH AV
FY84 COMMUTER RAIL CAPITAL IMPROVEMENTS PROGRAM
STATION PROGRAM
STATION REHABILITATION
DOWNTOWN TERMINAL STATION
OCTOBER 1983

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

0628 - Rehabilitation of Van Buren Street Commuter Rail Station (ICG)

TOTAL ESTIMATED FY84 COST $ 460,000 Phase I

LOCATION

In the City of Chicago, at Van Buren Street and Michigan Avenue (MP 0.8). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering, and construction associated with the rehabilitation of the Van Buren Street Station. The areas to be rehabilitated or replaced are:

- Main waiting room - replace floor tile, walls, ceiling, seating, radiators, electrical circuitry, as necessary
- Public washrooms - new fixtures, plumbing, wall tiles, floor covering, lighting, heating, ventilation
- Electrical distribution system - new, as required
- Entrance doors - replace all from tunnels into station and from station on to platforms
- Correct water seepage
- Replace west platform and center platform (replace timbers with concrete, repair existing concrete)
- Install new platform lighting, and canopies
- Install new station roof
- Renovate stairs
- Replace center island gate house (Jackson Boulevard) and stairs to same

PROJECT ELEMENT

0628 - (Cont.)

PROJECT ELEMENT DESCRIPTION

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Van Buren Station will be designed and constructed in an accessible fashion. In particular, the facilities will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements including an elevator will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

Previous funding was for engineering and design. FY83 funding is to be used for the purchase of long lead time materials and to initiate construction. FY84 funding is for continuation of construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	460,000
TOTAL ESTIMATED COST	$ 460,000

FUNDING SCHEDULE

Previously Funded	$ 296,000
FY83	2,294,000
FY84 Phase I	460,000
FY84 Phase II	-0-
FY85-88	2,206,000
TOTAL ESTIMATED COST	$ 5,256,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

0631 - Rehabilitation of Kensington (115th Street) Station (ICG)

TOTAL ESTIMATED FY84 COST $ 860,000 Phase I

LOCATION

In the City of Chicago, at 115th Street between South Front Avenue and South Cottage Grove Avenue (MP 14.5). (Construction /Benefits is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering, and construction associated with the rehabilitation of the 115th Street (Kensington) Station. Included in the project will be rehabilitation/replacement of the gate house; head house; warming houses; canopies; lights and staircases. Timber platform will be replaced with a concrete platform.

The station will be equipped with standby electric power drawing from the local a.c. CommEd grid. In the event of a failure in the main a.c. transmission line which supplies power to station facilites (i.e. lighting, PAL ticket vending and validating equipment) the standby equipment will activate.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Kensington Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

Previous funding was for engineering and design. FY84 funds are requested for construction.

PROJECT ELEMENT

0631 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	860,000
TOTAL ESTIMATED COST	$ 860,000

FUNDING SCHEDULE

Previously Funded	$ 100,000
FY83	-0-
FY84 Phase I	860,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 960,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

0632 - Rehabilitation of seven stations (ICG)

TOTAL ESTIMATED FY84 COST $ 1,100,000 Phase I

LOCATION

1. In Riverdale, between 137th and 138th Streets (MP 17.3).
2. In Harvey, at Sibley Boulevard (147th Street) (MP 19.0).
3. In Harvey, at 154th Street and Park Avenue (MP 20.0).
4. In Hazel Crest, at 171st Street and Park Avenue (MP 22.8).
5. In East Hazel Crest (Calumet), at 175th Street and Park Avenue (MP 22.8).
6. In Olympia Fields, at 203rd Street, 1/4 mile east of Kedzie Avenue (Olympian Way) (MP 26.6).
7. In Matteson, at Main Street (3400 W) and 215th Street (MP 28.2).
   (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering, and construction associated with the rehabilitation of seven ICG main line stations. Included in the project will be rehabilitation or replacement of facilities common to all seven stations, namely gate house, head house, warming houses, canopies, lighting and staircases. At Calumet, Matteson, Riverdale, Sibley Boulevard, Hazel Crest and Olympia Fields, the timber platforms will be removed and replaced with concrete. At Harvey the existing concrete platform will be patched and levelled. Stations where passenger access is a matter of difficulty will be subject to corrective engineering, i.e. flooding of the approach walk at Calumet will be corrected by regrading, and the deteriorated paving brick approach at Olympia Fields will be replaced.

PROJECT ELEMENT

0632 - (Cont.)

PROJECT ELEMENT DESCRIPTION

All stations will be equipped with standby electric generators drawing from the local a.c. CommEd grid. In the event of a failure in the main a.c. transmission line which supplies power to station facilites (i.e. lighting, PAL ticket vending and validating equipment) the standby equipment will self-activate.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the seven stations will be designed and constructed in an accessible fashion. In particular, the facilities will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements including an elevator at Harvey, will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

Previous funding was for engineering and design and initial construction at Hazel Crest. FY84 funding will be for the completion of construction at Hazel Crest and construction at one location to be determined. Future funding will cover construction at the remaining five (5) locations.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	1,100,000
TOTAL ESTIMATED COST	$ 1,100,000

FUNDING SCHEDULE

Previously Funded	$ 815,000
FY83	-0-
FY84 Phase I	1,100,000
FY84 Phase II	-0-
FY85-88	4,100,000
TOTAL ESTIMATED COST	$ 6,015,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1528 - Rehabilitation of 91st Street Commuter Rail Station South Chicago Branch (ICG)

TOTAL ESTIMATED FY84 COST: $ 35,000 Phase I

LOCATION

Near - City of Chicago, at 91st Street and Baltimore Avenue (MP 13.0). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the 91st Street Station. Included in the project will be rehabilitation of the gate house, platform and canopies. The station will be equipped with new high intensity discharge lighting fixtures.

The station will be equipped with standby electric power drawing from the local a.c. CommEd grid. In the event of a failure in the main a.c. transmission line which supplies power to station facilites (i.e. lighting, PAL ticket vending and validating equipment) the standby equipment will self-activate.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the 91st Street Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

Funds requested will provide for contract engineering only. Additional funding will be requested in a future program year for contract construction needed to complete this project.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1528 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 3,000
Contract Purchases	32,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 35,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	35,000
FY84 Phase II	-0-
FY85-88	350,000
TOTAL ESTIMATED COST	$ 385,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1529 - Provision of a bus pull-in at Hazel Crest, (ICG)

TOTAL ESTIMATED FY84 COST $ 5,000 Phase I

LOCATION

Hazel Crest, at 170th/171st Streets and Park Avenue (MP 22.3). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

The project consists of contract engineering and construction of a bus pull-in on the east side of Park Avenue at the Hazel Crest Station. The pull-in will be engineered in the west embankment and right-of-way of the ICG property, and south of the 170th street-level station entrance. Design and construction will be done in accordance with applicable accessibility standards.

Funds being requested will provide for contract engineering only. Additional funding will be requested in a future program year for contract construction needed to complete the project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 5,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 5,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	5,000
FY84 Phase II	-0-
FY85-88	95,000
TOTAL ESTIMATED COST	$ 100,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1244 - Rehabilitation of Lockport Commuter Rail Station, Joliet Line (ICG)

TOTAL ESTIMATED FY84 COST $ 450,000 Phase I

LOCATION

In Lockport, at 13th Street and Commerce Street (MP 32.9). (Construction/Benefit is in Will County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Lockport Station. Included in the project will be full or partial restoration of the existing station building; installation of two new 260 foot platforms, one inbound and one outbound; and installation of high intensity discharge light fixtures. The existing brick paving platform will be evaluated to determine what proportion is of recoverable condition. Intertrack drainage will be installed.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Lockport Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1244 - (Cont.)

PROJECT ELEMENT DESCRIPTION

The Station's eligibility for National Register listing will be determined in consultation with the State Historic Preservation Officer. If eligible, plans and specifications will be developed in accordance with the Secretary of the Interior's Standards for Rehabilitation in order to procure a "finding of no adverse effect".

Previous Funding was for engineering and design. FY84 funding is being requested for construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	450,000
TOTAL ESTIMATED COST	$ 450,000

FUNDING SCHEDULE

Previously Funded	$ 25,000
FY83	-0-
FY84 Phase I	450,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 475,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

0659 - Rehabilitation of 99th Street (Longwood Manor) Commuter Rail Station (NIRC-RI)

TOTAL ESTIMATED FY84 COST $ 23,000 Phase I

LOCATION

In the City of Chicago, at 99th Street and South Vincennes Avenue (MP 11.4). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the 99th Street Station. Included in the project will be demolition of the existing station building and installation of a bus shelter; construction of a new, 250ft. inbound platform and installation of new, high intensity discharge light fixtures.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the 99th Street Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

Previous funding was for engineering and design and for initial construction. FY84 funds will be for the remainder of construction.

This project will not be implemented if a decision is made to close this station in FY84.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

0659 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	23,000
TOTAL ESTIMATED COST	$ 23,000

FUNDING SCHEDULE

Previously Funded	$ 102,000
FY83	-0-
FY84 Phase I	23,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 125,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1530 - Rehabilitation of Midlothian Commuter Rail Station (NIRC-RI)

TOTAL ESTIMATED FY84 COST $ 13,000 Phase I

LOCATION

Midlothian, at 147th Street and Hamlin Avenue (MP 18.4). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Midlothian station. Included in the project will be remedial repairs/replacement of the depot roof as required; structural evaluation of the depot foundation and walls and the application of corrective measures as necessary; raising of the inbound platform to 8" above rail height, with the platform graded to facilitate runoff and drainage and to meet the pedestrian crossing at top of rail; installation of a new pedestrian crossing to connect platforms; installation of new high intensity discharge lighting and safety fencing on the outbound platform to be constructed by NIRC in the 1983 construction season; installation of intertrack and drainage.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Midlothian Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1530 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funds requested will provide for contract engineering only. RTA will secure design services for six (6) NIRC-RI stations on one contract in order to achieve certain scale economies. Future funding will be requested for contract construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 13,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 13,000*

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	13,000
FY84 Phase II	-0-
FY85-88	95,600#
TOTAL ESTIMATED COST	$ 108,600

*$13,000 is pro rata of a six (6) station contract projected at $78,000.

#$95,600 is pro rata of construction projected at $574,000.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CAGETORY: Stations

PROJECT ELEMENT

1531 - Rehabilitation of Oak Forest Commuter Rail Station (NIRC-RI)

TOTAL ESTIMATED FY84 COST $ 13,000 Phase I

LOCATION

Oak Forest, at 159th Street and Cicero Avenue (MP 20.4). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Oak Forest Station. Included in the project will be remedial repairs/replacement of the roof as required; raising of the inbound platform to 8" above rail height, with the platform graded to facilitate run-off and drainage and to meet the pedestrian crossing at top of rail; installation of new high intensity discharge lighting on the outbound platform to be constructed by NIRC in the 1983 construction season; installation of intertrack drainage; and provision of a formal pedestrian connection from the inbound platform to the northeast parking area.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Oak Forest Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1531 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funds requested will provide for contract engineering only. RTA will secure design services for six (6) NIRC-RI stations on one contract in order to achieve certain scale economies. Future funding will be requested for contract construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 13,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 13,000*

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	13,000
FY84 Phase II	-0-
FY85-88	95,600#
TOTAL ESTIMATED COST	$ 108,600#

*$15,000 is pro rata of a six (6) station contract projected at $78,000.

#$95,600 is pro rata of construction projected at $574,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1532 - Rehabilitation of Tinley Park Commuter Rail Station (NIRC-RI)

TOTAL ESTIMATED FY84 COST: $ 13,000 Phase I

LOCATION

Tinley Park, at 174th Street and Oak Park Avenue (MP 23.5). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Tinley Park Station. Included in the project will be reconstruction of the deteriorated outbound platform (320') with upgraded light fixtures. Outbound platform will be raised to 8" above rail height and graded to facilitate run-off and drainage. Also included in the project will be installation of intertrack drainage; new (replacement) pedestrian crossing; and installation of new high intensity discharge lighting fixtures on north end of inbound platform not presently illuminated.

The depot area, on the inbound platform, and the existing platform are graded and landscaped to top of rail height. Consideration will be given to raising some or all of the platform area to 8" above rail if there will not be an adverse effect on run-off/drainage.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Tinley Park Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

PROJECT ELEMENT

1532 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funds requested will provide for contract engineering only. RTA will secure design services for six (6) NIRC-RI stations on one contract in order to achieve certain scale economies. Future funding will be requested for contract construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 13,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 13,000*

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	13,000
FY84 Phase II	-0-
FY85-88	95,600#
TOTAL ESTIMATED COST	$ 108,600

*$13,000 is pro rata of a six (6) station contract projected at $78,000.

#$95,600 is pro rata of construction projected at $574,000.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1533 - Improvements to Mokena Commuter Rail Station (NIRC-RI)

TOTAL ESTIMATED FY84 COST $ 13,000 Phase I

LOCATION

Mokena, at 11040 McGouney (MP 29.6). (Construction/Benefit is in Will County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with improvements to the Mokena commuter rail station. Included in the project will be the installation of new high intensity discharge lights on the new outbound platform being constructed by NIRC under Project Element A50228.

The station at Mokena is unlike most of the stations on the NIRC - RI in that the inbound platform ends do not come down to the street (the station is in the middle of a block) but to trackside. The pedestrian crossing between platforms, track drainage, and the question of whether or not the inbound platform can be raised to 8" above rail height will all be considered at the engineering stage when it is determined where and what carrier systems are available to take run off and drainage.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Mokena station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1533 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funds requested will be for contract engineering only. RTA will secure design services for six (6) NIRC-RI stations in one contract in order to achieve certain scale economies. Future funding will be requested for construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 13,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 13,000*

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	13,000
FY84 Phase II	-0-
FY85-88	96,000#
TOTAL ESTIMIMATED COST	$ 109,000

*$13,000 is pro rata of a six (6) station engineering contract projected at $78,000.

#$96,000 is pro rata of construction projected at $574,000.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1534 - Rehabilitation of 80th Avenue (Tinley Park) Commuter Rail Station (NIRC-RI)

TOTAL ESTIMATED FY84 COST: $ 13,000 Phase I

LOCATION

Tinley Park, at 80th Avenue and 183rd Street (MP 25.1). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the 80th Avenue (Tinley Park) Station. Included in the project will be installation of new high intensity discharge lighting and safety fencing on the outbound platform to be constructed by NIRC in the 1983 construction season (under Project Element A50228); and installation of intertrack drainage. The cedar mansard roof on the depot will be weatherproofed.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the 80th Avenue Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

FY84 funds requested will provide for contract engineering only. RTA will secure design services for six (6) NIRC-RI stations on one contract in order to achieve certain scale economies. Future funding will be requested for contract construction needed to complete this project.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1534 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 13,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 13,000*

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	13,000
FY84 Phase II	-0-
FY85-88	95,600#
TOTAL ESTIMATED COST	$ 108,600

*$13,000 is pro rata of a six (6) station contract projected at $78,000.

#$95,600 is pro rata of construction projected at $574,000.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1535 - Rehabilitation of New Lenox Commuter Rail Station (NIRC-RI)

TOTAL ESTIMATED FY84 COST $ 13,000 Phase I

LOCATION

New Lenox, at 300 N. Church Street (MP 34.0). (Construction/ Benefit is in Will County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the New Lenox station. Included in the project will be reconstruction of the deteriorated outbound platform (415') with upgraded high intensity discharge light fixtures. The outbound platform will be raised to 8" above rail height and graded to facilitate run off and drainage. The existing timber shelters on the outbound platform will be removed and disposed of; the platform will be fitted with safety fencing adjacent to Hickory Creek. Also in the project will be a replacement pedestrian crossing between platforms, and new intertrack drainage. New high intensity lighting will be installed on the inbound platform where there is no illumination at present. Remedial repairs will be made to the depot (replacement of timbers, painting of soffits, fascia, sash, gutters) and the platform (packing and relaying of paving bricks in apron around depot). Lexan window panes in the depot which are no longer transparent will be replaced.

The depot area, on the inbound platform, and the existing platform are graded and landscaped to top of rail height. Consideration will be given to raising some or all of platform area to 8" above rail if there will not be an adverse effect on run-off/drainage.

PROJECT ELEMENT

1535 - (Cont.)

PROJECT ELEMENT DESCRIPTION

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the New Lenox station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

FY84 funds requested will be for contract engineering only. RTA will secure design services for six (6) NIRC-RI stations on one contract in order to achieve certain scale economies. Future funding will be requested for contract construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 13,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 13,000*

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	13,000
FY84 Phase II	-0-
FY85-88	95,600#
TOTAL ESTIMATED COST	$ 108,600

*$13,000 is pro rata of a six (6) station engineering contract projected at $78,000.

#$95,600 is pro rata of construction projected at $574,000.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1492 - Rehabilitation of the Northbrook Commuter Rail Station (NIRC-M)

TOTAL ESTIMATED FY84 COST $ 535,000 Phase I

LOCATION

At Shermer Road in Northbrook, (MP 21.1). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction for improving the Northbrook Station. Included in the project will be extensions of inbound and outbound platforms; construction of a new depot; installation of new high intensity discharge lighting; new intertrack fencing to correspond to the platform extensions; and modifications to the existing platforms to conform to the extensions.

The station project is intended to be compatible with other developments in the location, namely some redesign of the commuter parking area and formalization of the bus lane where NORTRAN presently operates.

The final configuration of the project will be developed based on the space utilization preferences of the Village of Northbrook, the RTA, and the Milwaukee Road District of the Northeast Illinois Railroad Corporation.

PROJECT ELEMENT

1492 - (Cont.)

PROJECT ELEMENT DESCRIPTION

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Northbrook Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

FY83 funding is for engineering and design. The FY84 funding amount is being requested for construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	535,000
TOTAL ESTIMATED COST	$ 535,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	50,000
FY84 Phase I	535,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 585,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1463 - Extension of Adams Street Kiosk, Chicago Union Station Company

TOTAL ESTIMATED FY84 COST $ 200,000 Phase I

LOCATION

Chicago Union Station, 210 South Canal Street, Chicago, Illinois. (Construction is in Cook County; DuPage, Kane, Lake and Will Counties will also benefit)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with extending the kiosk at the head of the Adams Street escalators. The extended kiosk, to the Adams Street sidewalk, will relieve the congestion in the existing kiosk area, which is hazardous to commuters as the crowding spills over onto the escalators. The crowding occurs in times of inclement weather.

FY83 funding is for engineering and design. The FY84 funding amount is being requested for construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	200,000
TOTAL ESTIMATED COST	$ 200,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	30,000
FY84Phase I	200,000
FY84Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 230,000

Page 1 of 1

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

0624 - Rehabilitation of/Improvements to/Modernization of 13 Stations (NIRC-M)

TOTAL ESTIMATED FY84 COST $ 814,000 Phase I

LOCATIONS

1. Western Avenue Station, in the City of Chicago, at 420 N. Artesian (MP 2.9) on the North Line
2. Grayland Station, in the City of Chicago, at Milwaukee and N. Kilbourn Avenues (MP 8.2) on the North Line
3. Edgebrook Station, in the City of Chicago, at W. Devon and N. Lehigh Avenues (MP 11.6) on the North Line
4. Deerfield Station, Lake County, at Deerfield Road and Chestnut Street (MP 24.2) on the North Line
5. Round Lake Station, in Lake County, at Illinois Route 134 and Cedar Lake Road (MP 44.0) on the North Line
6. Hermosa, in the City of Chicago, at 1800 N. Keeler Avenue - 1200 W (MP 5.9) on the West Line
7. Galewood Station, in the City of Chicago, at Narragansett and McLean Avenues, 6400 W and 2000 N (MP 8.6) on the West Line
8. Mont Clare, in the City of Chicago, at Sayre and Medill Avenues, 7000 W + 2300 N (MP 9.5) on the West Line
9. Elmwood Park, in Cook County, at 7600 W. Grand Avenue (MP 10.2) on the West Line
10. River Grove, in Cook County, at Thatcher Road and Arnold Avenue (MP 11.4) on the West Line
11. Franklin Park in Cook County, at 3148 Rose Street, (MP 13.2) on the West Line
12. Medinah, in DuPage County, at Medinah Road, one quarter mile north of Illinois Route 19 (Irving Park Road) (MP 23.0) on the West Line
13. National Street, Elgin, Kane County (MP 36.0) on the West Line.

(Construction/Benefit is in Cook,DuPage, Kane and Lake Counties).

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

0624 - (Cont.)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of thirteen (13) stations on the NIRC-M. The work scope for each station is as follows:

Western Ave - new platform lighting, high intensity discharge type.

Grayland - replace deteriorated timber stairs (3) with prefabricated product. Brick in shelter windows, epoxy paint interior.

Edgebrook - replace deteriorated timber staircase (1) with prefabricated product. Add/replace safety fencing inbound platform. Brick in shelter windows.

Deerfield - install safety fencing as required, both platforms. (As this station may be eligible for National Register listing, a "finding of no adverse effect" will be sought from the State Historic Preservation Officer.)

Round Lake - install new platform lighting, high intensity discharge type. Replace deteriorated timber staircase (1) with prefabricated product. Repair depot roof.

Hermosa - replace platform safety fencing; rehabilitate retaining wall; pack and relay paving bricks in platform; replace deteriorated timber stairs (2) with prefabricated product; epoxy paint shelter.

Galewood - brick in shelter windows and epoxy paint interior; resurface platforms; install new/replacement platform lighting of high intensity discharge type.

PROJECT ELEMENT

0624 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Mont Clare - scope identical to Galewood.

Elmwood Park - new concrete/asphalt plattorms on inbound and outbound side, including demolition of existing platforms of various materials; new high intensity discharge lighting on both platforms; new safety fencing on southside of inbound platform.

River Grove - brick in shelter windows and epoxy paint interior; construct new outbound platform east of Thatcher Road; install new platform lighting of high intensity discharge type.

Franklin Pk. - install new fencing on south side of inbound platform.

Medinah - - convert depot to shelter; replace deteriorated staircases (2) with prefabricated product; install new platform lighting of high intensity discharge type.

Elgin/ National St. - brick in shelter windows; epoxy paint interior; install new platform lighting of high intensity discharge type.

To conform with RTA special efforts programming requirements, and applicable state and federal architectural standards, the 13 stations will be designed and constructed in an accessible fashion. In particular, the facilities will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

PROJECT ELEMENT

0624 - (Cont.)

RTA intends to make all commuter rail stations accessible to ambulatory and semi-ambulatory handicapped persons, as part of a multi-year, "step user" improvement program. The proportionate expenses incurred will be rebudgeted out of Project Element A90657, while funds remain in that Project Element.

Funds requested will provide for contract construction, to complete the expanded scope of work. The original concept for the project was a "fix-up" type of activity designed to implement remedial repairs. The "fix-up" work scope remains, hut by raising the quality standards and programming additional improvements the effect will be to increase the comfort and convenience of the traveling public. Previously approved funding has been used for contract engineering.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	814,000
TOTAL ESTIMATED COST	$ 814,000

FUNDING SCHEDULE

Previously Funded	$ 114,000
FY83	-0-
FY84 Phase I	814,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 928,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

0652 - Construction of new station at Landers (NW)

TOTAL ESTIMATED FY84 COST $ 200,000 Phase I

LOCATION

In the City of Chicago, at 79th, Kedzie and Columbus Avenue (7900 S, 3200 W) (MP 11.2). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction for a new station at Landers. Included in the project will be construction of a platform (operations at Landers are in single-track territory) with new lighting, of the high-intensity discharge type. The existing deteriorated timber staircase from 79th Street will be replaced with a prefabricated product. A 24' modular standard warming house will be installed.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Landers station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

Previous funding is being used for engineering and design. FY84 funds requested will be for construction.

PROJECT ELEMENT

0652 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	200,000
TOTAL ESTIMATED COST	$ 200,000

FUNDING SCHEDULE

Previously Funded	$ 25,000
FY83	-0-
FY84 Phase I	200,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 225,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

0617 - Rehabilitation of/Improvements to six (6) commuter rail stations (CNW)

TOTAL ESTIMATED FY84 COST $ 740,000 Phase I

LOCATION

1. Highland Park, in Lake County, at Laurel and St. John's Avenues (MP 23.0) on the North Line
2. Mount Prospect, in Cook county at Northeast Highway and Main Street (MP 20.0) on the Northwest Line
3. Park Ridge, in Cook County, at Summit and Prospect Avenues (MP 13.5) on the Northwest Line
4. Elmhurst, in DuPage County, at York Road and 1st Street (MP 15.7) on the West Line
5. Glen Ellyn, in DuPage County, at Main Street and Crescent Boulevard (MP 22.4) on the West Line
6. Maywood, in Cook County, at Main Street and 5th Avenue (MP 10.5) on the West Line

(Construction/Benefit is in Cook, DuPage and Lake Counties)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with rehabilitation and improvements at six stations on the CNW. The project is to resurface platforms at five high volume stations, with extensions at three locations, and to retrofit those platforms with a pre-cast tactile strip. A sixth location, Maywood, consists of raising the existing platform to 8" above top of rail height. Platform extensions will be fitted with new, high-intensity discharge type lighting. Existing platform lighting will be upgraded. Intertrack fencing will be installed to correspond to the platform extensions.

PROJECT ELEMENT

0617 - (Cont.)

PROJECT ELEMENT DESCRIPTION

To conform to RTA special efforts programming requirements, and applicable State and Federal architectural standards, the six stations will be designed and constructed in an accessible fashion. In particular, the facilities will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

RTA intends to make all commuter rail stations accessible to ambulatory and semi-ambulatory handicapped persons, as part of a multi-year, "step-user" improvement program. The proportionate expenses incurred will be rebudgeted out of Project Element A90657, while funds remain in that Project Element.

Funds requested will be for completion of construction. Previously approved funding was for contract engineering and partial construction.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	740,000
TOTAL ESTIMATED COST	$ 740,000

FUNDING SCHEDULE

Previously Approved	$ 430,000
FY83	-0-
FY84 Phase I	740,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 1,170,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1465 - Rehabilitation of the Main Street (Evanston) Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 1,000,000 Phase I

LOCATION

At Main Street, in Evanston, North Line (MP 11.0). (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Main Street (Evanston) commuter rail station. Included in the project will be a new inbound platform, with consideration given to extending the present platform length; new outbound platform to be moved adjacent to the center track; major repairs to the retaining walls, stairs, wings etc., and to the fencing on the walls; new high intensity discharge lighting fixtures (12 estimated requirement); remedial repairs to the north wall drainage fixtures at the depot for the purpose of eliminating slope erosion; major repairs to the Main Street and Washington Street bridges (over the streets).

To conform with the RTA's special efforts programming requirements, and applicable state and federal architectural standards, the Main Street Station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

FY83 funds will be used for engineering and design. The FY84 funding amount is being requested for construction.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1465 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	1,000,000
TOTAL ESTIMATED COST	$ 1,000,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	125,000
FY84 Phase I	1,000,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 1,125,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1466 - Rehabilitation of the Ravinia Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 430,000 Phase I

LOCATION

In Highland Park, at St. Johns Avenue and Roger Williams Avenue (MP 21.5) North Line. (Construction/Benefit is in Lake County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation and improvement of the Ravinia Station.

Improvements will be made to the platforms, as necessary, and new high intensity discharge lighting will be installed. The engineering phase will be for providing information for making a decision on the best course of action with respect to the station depot. Much of the depot has experienced normal deterioration from age and use but there is a continuing problem with water damage around the foundation.

As this station is declared eligible for National Register listing, plans will be developed in accordance with the Secretary of the Interior's standards for rehabilitation, in order to procure a "finding of no adverse effect" from the State Historic Preservation Officer.

FY83 funds will be used for engineering and design. The FY84 funding amount is being requested for construction.

PROJECT ELEMENT

1466 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	430,000
TOTAL ESTIMATED COST	$ 430,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	50,000
FY84 Phase I	430,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 480,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1467 - Rehabilitation of the Lombard Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 300,000 Phase I

LOCATION

St. Charles Road & Main Street in Lombard (MP 20.0), West Line. (Construction/Benefit is in DuPage County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction of the Lombard commuter rail station. New platforms will be constructed to replace both the inbound and outbound platforms, which are in severe disrepair with deep surface undulations and deteriorated platform edges. Remedial repairs or replacements will be made to fencing on the outside edges of platforms where necessary.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Lombard station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

FY83 funding will be used for engineering and design. The FY84 funding amount is being requested for construction.

PROJECT ELEMENT

1467 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	300,000
TOTAL ESTIMATED COST	$ 300,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	30,000
FY84 Phase I	300,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 330,000

CATEGORY: Stations

PROJECT ELEMENT

1536 - Rehabilitation of Lake Forest Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 25,000 Phase I

LOCATION

Lake Forest, at Deerpath Road and Western Avenue, North Line (MP 28.3). (Construction/Benefit is in Lake County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Lake Forest station. Included in the project will be a new inbound platform to be fitted with a tactile inlay, with a paving brick apron around the perimeter of the depot. Both platforms will be fitted with new lighting. Intertrack drainage will be installed and replacement intertrack fencing provided.

Structural evaluation of a disused coal bin and disused pedestrian tunnel will determine what effect either will have on the platforms, and corrective measures prescribed.

The depot heating system will be modernized, and improvements made to the building's weather proofing. Interior appointments will be rehabilitated and modernized, namely the ticket agent's office, electrical circuits and waiting room floor. Insulation will be upgraded. Remedial repairs to the roof will be made as necessary.

The City of Lake Forest is well advanced in a depot restoration project, and certain elements of the rehabilitation will be engineered to be compatible with the historical character of the restoration project. The cost difference between RTA's normal provision for rehabilitation and what the restoration project calls for will be made up by the City of Lake Forest.

PROJECT ELEMENT

1536 - (Cont.)

PROJECT DESCRIPTION

At this station is a contributing structure in an Historic District listed in the National Register of Historic Places. Plans and specifications will be developed in accordance with the Secretary of the Interior's Standards for Rehabilitation, in order to procure a "finding of no adverse effect".

To conform to RTA special efforts programming requirements, and applicable State and Federal architectural standards, the Lake Forest station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

Funds requested will provide for contract engineering only. Additional funding will be requested in a future program year for contract construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 25,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 25,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	25,000
FY84 Phase II	-0-
FY85-88	225,000
TOTAL ESTIMATED COST	$ 250,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1466 - Rehabilitation of the Ravinia Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 430,000 Phase I

LOCATION

In Highland Park, at St. Johns Avenue and Roger Williams Avenue (MP 21.5) North Line. (Construction/Benefit is in Lake County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation and improvement of the Ravinia Station.

Improvements will be made to the platforms, as necessary, and new high intensity discharge lighting will be installed. The engineering phase will be for providing information for making a decision on the best course of action with respect to the station depot. Much of the depot has experienced normal deterioration from age and use but there is a continuing problem with water damage around the foundation.

As this station is declared eligible for National Register listing, plans will be developed in accordance with the Secretary of the Interior's standards for rehabilitation, in order to procure a "finding of no adverse effect" from the State Historic Preservation Officer.

FYR3 funds will be used for engineering and design. The FY84 funding amount is being requested for construction.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1466 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	430,000
TOTAL ESTIMATED COST	$ 430,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	50,000
FY84 Phase I	430,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 480,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1537 - Rehabilitation of Winnetka Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 37,500 Phase I

LOCATION

Village of Winnetka: Greenbay Road at Oak and Elm Streets (MP 16.8), North Line. (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Winnetka station. Included in the project will be construction of new platforms on the inbound and outbound sides; repairs to the windbreaks on both platforms; high intensity discharge lighting on platforms; replacement or repair of all elements (uprights, stringers, stair supports, treads, etc.) of all footbridges leading from Elm Street, Oak Street and the station depot to track level; repair or replacement as necessary of fencing at street and track level. Intertrack drainage will be provided. The deteriorated parts of both platforms which are presently retired and fenced off will be officially closed and removed from use.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Winnetka station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements and will be designed for elevator access. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

PROJECT ELEMENT

1537 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funds requested will provide for contract engineering only. Future funding will be requested for contract construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 37,500
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 37,500

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	37,500
FY84 Phase II	-0-
FY85-88	375,000
TOTAL ESTIMATED COST	$ 412,500

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1538 - Rehabilitation of Hubbard Woods Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 37,500 Phase I

LOCATION

Village of Winnetka: Greenbay Road at Scott Street (MP 17.7), North Line. (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Hubbard Woods station. Included in the project will be construction of a new platform on the inbound side; repairs to the platform on the outbound side; repairs to the windbreaks on both platforms; new, high intensity discharge lighting on platforms; replacement or repair of all elements (uprights, stringers, stair supports, treads, etc.) of all footbridges leading from Scott Avenue and from the station depot to track level; repair or replacement as necessary of fencing at street and track level; and installation of a new roof on the depot. Intertrack drainage will be provided. The deteriorated parts of both platforms which are presently retired and fenced off will be officially closed and removed from use.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Hubbard Woods station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step user accessibility feature, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1538 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funds requested will provide for contract engineering only. Future funding will be requested for contract construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 37,500
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 37,500

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	37,500
FY84 Phase II	-0-
FY85-88	375,000
TOTAL ESTIMATED COST	$ 412,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1539 - Rehabilitation of the Geneva Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 500,000 Phase I

LOCATION

City of Geneva, at 545 South 4th Street (MP 35.5), West Line. (Construction/Benefit is in Kane County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Geneva station. Included in the project will be reconstruction of the north and south platforms; installation of new high intensity discharge lighting on both platforms; installation of safety fencing; installation of intertrack drainage and fencing. The engineering and design phase will include a structural evaluation of the condition of the existing depot building and the depot will be rehabilitated or replaced. If the replacement option does not prove competitive in overall cost, the rehabilitation of the depot will include heating plant, interior lighting, floor of the waiting room, windows and doors, and remodelling of the interior space usage.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Geneva station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1539 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funds requested will provide for contract construction. Engineering is being funded from other sources.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	500,000
TOTAL ESTIMATED COST	$ 500,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	500,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 500,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1540 - Rehabilitation of Glencoe Station (CNW)

TOTAL ESTIMATED FY84 COST $ 35,000 Phase I

LOCATION

Village of Glencoe, at Greenbay Road and Park Avenue (MP 19.2), North Line. (Construction/Benefit is in Cook County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Glencoe station. Included in the project will be reconstruction of the outbound platform with a fitted tactile inlay; replacement high intensity discharge luminaires on the existing poles on both platforms; installation of intertrack drainage and replacement intertrack fencing.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Glencoe station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

This station's eligibility for National Register listing will be determined in consultation with the State Historic Preservation Officer. If eligible, plans and specifications will be developed in accordance with the Secretary of Interior's Standards for Rehabilitation in order to procure a "finding of no adverse effect".

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1540 - (Cont.)

PROJECT ELEMENT DESCRIPTION

FY84 funds requested will provide for contract engineering only. Future funding will be requested for contract construction needed to complete this project.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 35,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 35,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	35,000
FY84 Phase II	-0-
FY85-88	280,000
TOTAL ESTIMATED COST	$ 315,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

1541 - Intermodal Improvements to the Glen Ellyn Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 35,000 Phase I

LOCATION

Glen Ellyn, at Main Street and Crescent Boulevard (MP 22.4), West Line. (Construction/Benefit is in DuPage County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with improvements at the Glen Ellyn station. Included in the project will be construction of a new retaining wall on Crescent Boulevard to provide a wider sidewalk. Also included in the project will be improvement and modernization of the depot - to include interior and exterior painting, repair or replacement of floor, and renovation of station heating system.

To conform to RTA special efforts programming requirements, and applicable State and Federal architectural standards, the Glen Ellyn station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

FY84 funds requested will provide for contract engineering only. Future funding will be requested for contract construction needed to complete this project.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1541 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ 35,000
Contract Purchases	-0-
Contract Construction	-0-
TOTAL ESTIMATED COST	$ 35,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	35,000
FY84 Phase II	-0-
FY85-88	165,000
TOTAL ESTIMATED COST	$ 200,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

0615 - Rehabilitation of Crystal Lake Commuter Rail Station (CNW)

TOTAL ESTIMATED FY84 COST $ 155,000 Phase I

LOCATION

In Crystal Lake, at Woodstock Avenue and Grant Street (MP 43.2), Northwest Line. (Construction/Benefit is in Lake County)

PROJECT ELEMENT DESCRIPTION

This project consists of contract engineering and construction associated with the rehabilitation of the Crystal Lake station. Included in the project are resurfacing of platforms and provision of pre-cast tactile inlay; installation of high intensity discharge lighting; removal of surplus team track from in front of the depot; repairs and improvements to the depot, including but not limited to a replacement heater system.

To conform to RTA special efforts programming requirements, and applicable state and federal architectural standards, the Crystal Lake station will be designed and constructed in an accessible fashion. In particular, the facility will incorporate a full range of "special package" and step-user accessibility features, including necessary platform, walkway, and stairway improvements. Required full accessibility improvements will also be provided, as dictated by the programmed scope of work, except to the extent that a waiver for certain improvements may be considered necessary.

FY84 funds being requested are for the completion of construction. Previously approved funding was for contract engineering and partial construction.

PROJECT ELEMENT

0615 - (Cont.)

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	-0-
Contract Construction	155,000
TOTAL ESTIMATED COST	$ 155,000

FUNDING SCHEDULE

Previously Funded	$ 115,000
FY83	-0-
FY84 Phase I	155,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$ 270,000

6. FY84 Commuter Rail - Acquisitions

The project in this section is the acquisition of commuter rail assets. This project is necessary in order to continue to provide commuter rail service in cases where the existing carrier is no longer willing or able to provide service. The $15,000,000 included for FY84 is all in the Phase I program. A project description follows.

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Acquisition

PROJECT ELEMENT

1543 - Acquisition of Commuter Rail Assets

TOTAL ESTIMATED FY84 COST: $15,000,000 Phase I

LOCATION

NIRC - Milwaukee District

PROJECT ELEMENT DESCRIPTION

This project involves the acquisition of bankrupt commuter railroad assets, both real and personal, utilized in the provision of commuter rail public transportation services. The final selection of assets and corresponding purchase prices will be based on appraised valuations per current regulations and if necessary on the decision of the courts.

Assets under consideration for acquisition as part of this project are:

- Western Avenue Coach Yard - Approximately 34± acres along the Milwaukee Road right-of-way on the north by Grand Avenue, on the west by Sacramento Avenue, on the east by Campbell Avenue and on the south by CNW right-of-way in Chicago, Illinois (Cook County).
- Fox Lake Coach Yard - Approximately 11 acres between Sayton Road and Grand Avenue along the Milwaukee Road right-of-way in Fox Lake, Illinois (McHenry County).
- Forty-one (41) Milwaukee Road commuter rail stations including land, easements and MR owned facilities. (See listing of station facilities following this description).
- Right-of-way and track structure of the Milwaukee Road between the following reaches:

  a) Canal Street to Tower A5
  b) Tower A5 to Rondout (North Line)
  c) Rondout to Fox Lake (North Line)
  d) Tower A5 to Almora (West Line)

REGIONAL TRANSPORTATION AUTHORITY

FY84 COMMUTER RAIL PROGRAM

PROJECT ELEMENT

1543 - (Cont.)

PROJECT ELEMENT DESCRIPTION

Acquisition of the above Milwaukee Road assets will be partially financed with FY83 Section 3 funds earmarked for the acquisition of bankrupt railroads. Of the $12,500,000 in FY83 Federal funds originally set aside to acquire railroads in the PTA area, $3,995,616 in Federal funds were used to acquire the assets of the Rock Island Railroad. The remaining Federal funds, $8,504,384, will be utilized to purchase some of the Milwaukee Road assets. FY84 funding will be for the continuation of the acquisition of Milwaukee Road assets.

FY84 FUNDING

ACTIVITY	PHASE I
Contract Engineering	$ -0-
Contract Purchases	15,000,000
Contract Construction	-0-
TOTAL ESTIMATED COST	$15,000,000

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	15,000,000
FY84 Phase II	-0-
FY85-88	-0-
TOTAL ESTIMATED COST	$15,000,000

PROJECT ELEMENT

1543 - (Cont.)

Acquisition of Commuter Rail Assets
Milwaukee Road Stations Under Consideration

North Line

Western Avenue
Healy
Grayland
Mayfair
Forest Glen
Edgebrook
Morton Grove
Golf
Glenview
Northbrook
Deerfield
Lake Forest
Rondout
Libertyville
Grayslake
Round Lake
Long Lake
Wilson Road
Ingleside
Fox Lake - DOES NOT INCLUDE Station or platforms (RTA-owned)

West Line

Hermosa
Cragin
Hanson Park
Galewood
Mars
Mont Clare
Elmwood Park
River Grove
Franklin Park
Mannheim
Bensenville
Wood Dale
Itasca
Medinah
Roselle
Schaumburg - DOES NOT INCLUDE stations and platforms (RTA-owned)
Hanover Park
Bartlett
Elgin, National Street
Elgin, Chicago Street
Almora

C. FY84 CTA BUS PROGRAM

The FY84 CTA Bus Program is $85.272 million. Of this total, $77.211 million is in the Phase I Program, and $8.061 million is in the Phase II Program.

Figure I illustrates the distribution of the CTA's FY84 Phase I Bus Program by its major components.

Rolling stock represents the largest portion of the Phase I Program at 53.1%, or $40.988 million. These funds will provide for the purchase of up to 250 transit buses to replace existing buses at the end of their useful economic life cycle and for the purchase of the allowable spare components inventory for these new buses. Spare components for use with the existing bus fleet will also be obtained.

Improvements to support facilities and equipment are extensive and made necessary by the age of many vehicle storage and service locations, some of which are from the streetcar era.

New bus servicing facilities are being brought on line in three locations. A heavy maintenance facility specifically to support the articulated bus fleet (145 units) will be constructed at 7801 South Vincennes.

Two other servicing facilities for conventional transit buses will be completed at 103rd/Stony Island and Kedzie (358 S.).

Major renovation and modernization is programmed for South Shops (7801 S. Vincennes), Archer, Beverly, Forest Glen and North Park garages. These are multi-year projects concerned with the structural soundness of the buildings.

Improved energy-efficient lighting at Beverly, Forest Glen and South 77th Street locations will improve security and safety and save utility expenses.

Improved heating and ventilation installations at Beverly, 69th Street, 77th Street and Lawndale garages will bring these locations into conformance with the City of Chicago building code, at the same time improving working conditions. Waste water pollution control systems will be installed at six garages, beginning with the 69th Street and Lawndale locations.

A realignment of activity at the South Shops area will provide for a new storeroom and a relocated employee parking area.

C. FY84 CTA BUS PROGRAM

Also to be obtained in the category of support facilities and equipment are supervisors' vehicles and the phased multi-year introduction of electronic fareboxes which recoup their investment cost in 2 1/2 years.

Immediately following is Table F which lists the CTA Bus Capital Improvement Program Project Summary. The project element number in the far left hand column will guide the reader to the detailed project element descriptions which follow. Figure J illustrates the locations of the CTA bus projects.

FIGURE I

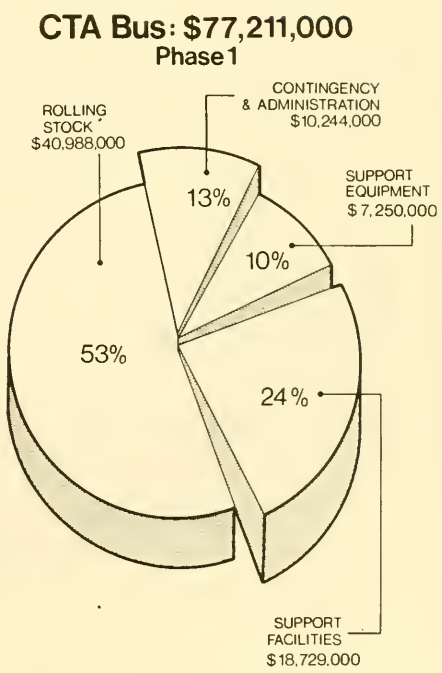
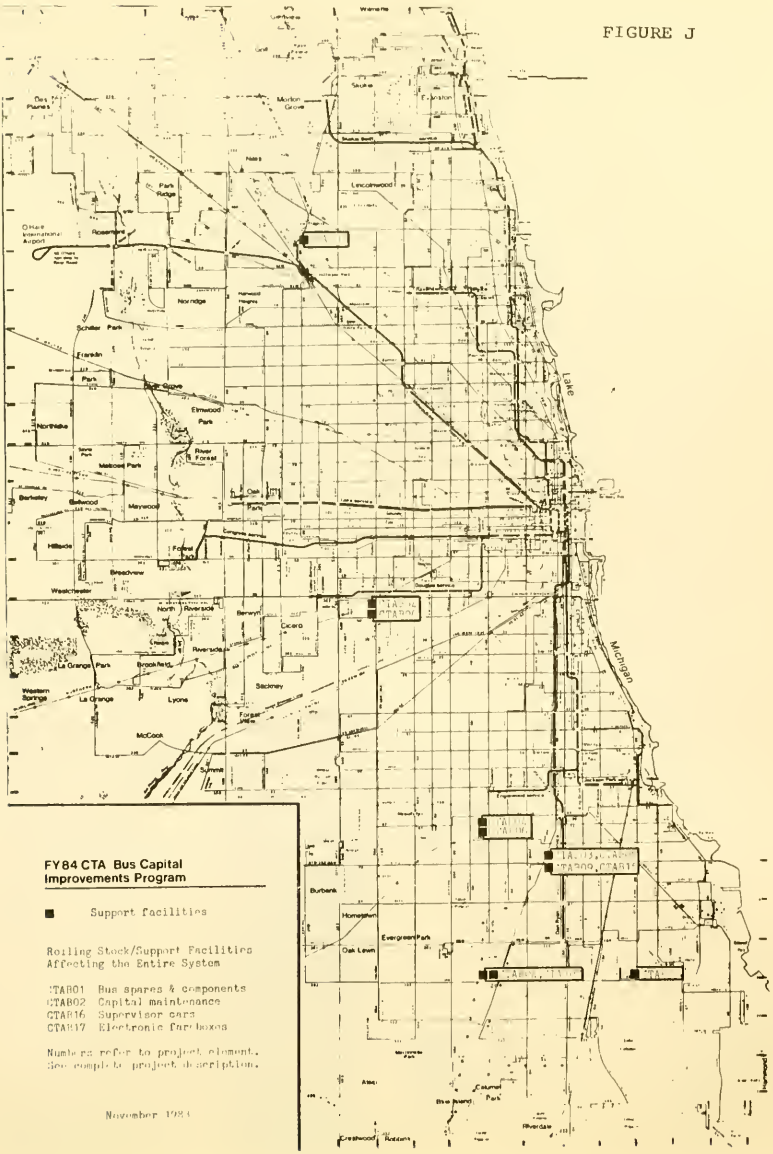


TABLE F

REGIONAL TRANSPORTATION AUTHORITY
CTA FY 1984 BUS CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY

	PROJECT	PREVIOUSLY FUNDED	TOTAL ESTIMATED FY 1984 COST	FY 1984 PHASE I	FY 1984 PHASE II
	BUS ROLLING STOCK				
CTAB01	Purchase of Buses and Spare Components	$ 0	$ 35,988,000	$ 35,988,000	$ 0
CTAB02	Capital Maintenance	5,387,800	5,000,000	5,000,000	0
	Sub-Total	$ 5,387,800	$ 40,988,000	$ 40,988,000	$ 0
	BUS SUPPORT FACILITIES				
CTAB03	Articulated Bus Maintenance Facility	$ 174,000	$ 1,500,000	$ 1,500,000	$ 0
CTAB04	Heating and Ventilating Improvements	1,415,000	1,100,000	1,100,000	0
CTAB05	South Shops Renovation	0	700,000	700,000	0
CTAB06	Waste Water Pollution Control	1,709,000	1,610,000	1,610,000	0
CTAB07	Yard Lighting	50,000	879,000	879,000	0
CTAB08	103rd/Stony Island Garage	27,920,000	5,780,000	5,780,000	0
CTAB09	Parking Facilities, South Shops	0	1,000,000	1,000,000	0
CTAB10	Archer Garage Renovation	986,000	3,300,000	0	3,300,000
CTAB11	Beverly Renovation	0	75,000	0	75,000
CTAB12	Forest Glen Renovation	0	160,000	0	160,000
CTAB13	Kedzie Garage Replacement	22,616,000	2,700,000	0	2,700,000
CTAB14	North Park Renovation	400,000	140,000	0	140,000
CTAB15	South Shops Storeroom	400,000	6,160,000	6,160,000	0
	Sub-Total	$ 55,670,000	$ 25,104,000	$ 18,729,000	$ 6,375,000
	SUPPORT EQUIPMENT				
CTAB16	Supervisor Cars	$ 0	$ 250,000	$ 250,000	$ 0
CTAB17	Electronic Fareboxes	16,500	7,000,000	7,000,000	0
	Sub-Total	$ 16,500	$ 7,250,000	$ 7,250,000	$ 0
	Total	$ 61,074,300	$ 73,342,000	$ 66,967,000	$ 6,375,000
	Contingencies and Administration	$ 0	$ 11,930,000	$ 10,244,000	$ 1,686,000
	GRAND TOTAL	$ 61,074,300	$ 85,272,000	$ 77,211,000	$ 8,061,000

FIGURE J


FY84 CTA Bus Capital Improvements Program
Support facilities
Rolling Stock/Support Facilities Affecting the Entire System
CTAB01 Bus spares & components
CTAB02 Capital maintenance
CTAB16 Supervisor cars
CTAB17 Electronic fareboxes
Numbers refer to project element. See complete project description.
November 1983
Lake
Michigan
O'Hare International Airport
Des Plaines
Morton Grove
Skokie
Lincolnwood
Park Ridge
Rosemont
Norridge
Schiller Park
Franklin Park
Elmwood Park
Northlake
River Forest
Melrose Park
Berkeley
Bellwood
Maywood
Oak Park
Hillside
Forest Park
Broadview
Westchester
North Riverside
Berwyn
Cicero
Riverside
Brookfield
La Grange Park
La Grange
Western Springs
Lyons
Stickney
Forest View
McCook
Summit
Burbank
Hometown
Evergreen Park
Oak Lawn
Alsip
Blue Island
Calumet Park
Riverdale
Crestwood
Robbins
Hazelcrest

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Rolling Stock

PROJECT ELEMENT:

CTAB01 Bus Purchase
CTAB01 Spare Components

TOTAL ESTIMATED COST: $106,125,000

LOCATION:

Bus System

PROJECT ELEMENT DESCRIPTION:

This a multi-year rolling stock replacement program. FY 1984 funds will cover the purchase of approximately 250 buses and the allowable number of spare components. These buses will replace CTA buses purchased in the early 1970's. The buses being replaced have reached the end of their useful lives and are overdue for retirement.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	35,988,000
FY84 Phase II	0
FY85-88	70,137,000
TOTAL ESTIMATED COST	$106,125,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Rolling Stock

PROJECT ELEMENT:

CTAB02 Capital Maintenance

TOTAL ESTIMATED COST: $ 30,387,800

LOCATION:

Bus Garages

PROJECT ELEMENT DESCRIPTION:

This is the second year of a proposed annual program that provides for the purchase of major bus components that meet UMTA guidelines for associated capital maintenance. The existing guidelines allow the purchase of individual components which by themselves represent at least 1% of the replacement cost of a bus. Eligible items are major components such as transmissions and engines. These items are necessary to maintain service. Funding this equipment through the capital program will have a positive effect on operating funding needs.

FUNDING SCHEDULE:

Previously Funded	$ 5,387,800
FY84 Phase I	5,000,000
FY84 Phase II	0
FY85-88	20,000,000
TOTAL ESTIMATED COST	$ 30,387,800

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Support Facilities

PROJECT ELEMENT:

CTAB03 Articulated Bus Maintenance Facility

TOTAL ESTIMATED COST: $ 1,674,000

LOCATION:

7801 South Vincennes

PROJECT ELEMENT DESCRIPTION:

The Articulated Bus Maintenance Facility is a two step engineering and construction project. FY 1983 funds were provided for engineering and design. FY 1984 funds will provide for construction.

The facility is a heavy maintenance building at South Shops specifically designed to maintain articulated buses. This new building will be constructed immediately adjacent to the existing bus heavy maintenance facility. The existing heavy maintenance building was not designed to accommodate articulated buses, and repairs there are awkward and time consuming.

FUNDING SCHEDULE:

Previously Funded	$ 174,000
FY84 Phase I	1,500,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 1,674,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Support Facilities

PROJECT ELEMENT:

CTAB04 Heating and Ventilating Improvements

TOTAL ESTIMATED COST: $ 2,515,000

LOCATION:

Beverly, 69th, 77th and Lawndale Garages

PROJECT ELEMENT DESCRIPTION:

FY 1984 funds will provide for the installation of heating and ventilating equipment and related construction at Beverly and 77th Street Garages. The engineering for this project was funded in FY 1981 and installation at 69th Street and Lawndale Garages was funded in FY 1982. This work is needed to bring Beverly and 77th up to code and to improve working conditions.

FUNDING SCHEDULE:

Previously Funded	$ 1,415,000
FY84 Phase I	1,100,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 2,515,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Support Facilities

PROJECT ELEMENT:

CTAB05 South Shops Renovation

TOTAL ESTIMATED COST: $9,050,000

LOCATION:

7801 South Vincennes

PROJECT ELEMENT DESCRIPTION:

The renovatinn of South Shops is a multi-year, multi-phase engineering and construction project. FY 1984 funds will cover the design and engincering work needed for a portion of the project. Construction funds and additional engineering funds will be applied for in subsequent years. This project will encompass a large part of the South Shops complex including but not limited to the diesel engine part repair facility, automobile and truck repair facility, and the bus storage area. All of the facilities programmed for renovation date from the streetcar era and are in need of modernization.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	700,000
FY84 Phase II	0
FY85-88	8,350,000
TOTAL ESTIMATED COST	$ 9,050,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Support Facilities

PROJECT ELEMENT:

CTAB06 Waste Water Pollution Control

TOTAL ESTIMATED COST: $ 6,000,000

LOCATION:

Bus Garages

PROJECT ELEMENT DESCRIPTION:

The scope of this project is to design and install waste water pollution control systems at six bus garages.

This is a phased project requiring enginecring and construction funding over five years. FY 1984 monies will fund construction at 69th and Lawndale Garages.

CTA is under order from the Metropolitan Sanitary District (MSD) to bring its facilities into compliance with MSD effluent regulations. Funding of this project will enable CTA to comply.

FUNDING SCHEDULE:

Previously Funded	$ 1,709,000
FY84 Phase I	1,610,000
FY84 Phase II	0
FY85-88	2,681,000
TOTAL ESTIMATED COST	$ 6,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Support Facilities

PROJECT ELEMENT:

CTAB07 Yard Lighting

TOTAL ESTIMATED COST: $ 929,000

LOCATION:

77th, Forest Glen and Beverly Garages

PROJECT ELEMENT DESCRIPTION:

This is a two step project to provide for the engineering, purchase and installation of new lighting and related fixtures at 77th, Forest Glen and Beverly bus storage yards. The engineering was funded previously; FY 1984 funding is for purchase and installation. These new lights will provide better security, safety and will be more energy efficient than the existing lights.

FUNDING SCHEDULE:

Previously Funded	$ 50,000
FY84 Phase I	879,000
FY84 Phase II	0
FY85-88	
TOTAL ESTIMATED COST	$ 929,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Support Facilities

PROJECT ELEMENT:

CTAB08 103rd/Stony Island Garage

TOTAL ESTIMATED COST: $ 33,700,000

LOCATION:

Corner of 103rd and Stony Island Avenue

PROJECT ELEMENT DESCRIPTION:

This is the final funding of the 103rd/Stony Island bus garage construction project. This project will fund the landscaping and other site work, and the construction of utility vehicle storage, parking and salt storage facilities at the garage, as well as the purchase of equipment and furnishings.

It is possible that the bids for garage construction may come in lower than originally anticipated. If that is the case, CTA plans to include as much as possible of the scope of this project in an amendment to the existing funding for the garage construction.

FUNDING SCHEDULE:

Previously Funded	$ 27,920,000
FY84 Phase I	5,780,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 33,700,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Support Facilities

PROJECT ELEMENT:

CTAB09 Parking Facilities, South Shops

TOTAL ESTIMATED COST: $ 1,000,000

LOCATION:

210 W. 79th Street

PROJECT ELEMENT DESCRIPTION:

This project is to purchase and improve property to provide parking for employees and visitors to the 77th Street Garage and the South Shops.

Construction of the new South Shops Storeroom and implementation of the South Shops master plan necessitate moving parking from its present location. This project will fund all design, engineering and construction needed to provide a usable parking area.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	1,000,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 1,000,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Bus Support Facilities

PROJECT ELEMENT:

CTAB15 South Shops Storeroom

TOTAL ESTIMATED COST: $ 6,560,000

LOCATION:

7801 South Vincennes

PROJECT ELEMENT DESCRIPTION:

Engineering funds for this project were received in FY 1981. FY 1984 funds are for construction. The new storeroom will be more efficiently laid out and parts retrieval will be quicker than at present. This storeroom handles mostly materials to support bus maintenance. It will be built on CTA owned property.

FUNDING SCHEDULE:

Previously Funded	$ 400,000
FY84 Phase I	6,160,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 6,560,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Support Equipment

PROJECT ELEMENT:

CTAB16 Supervisor Cars

TOTAL ESTIMATED COST: $ 1,250,000

LOCATION:

Systemwide

PROJECT ELEMENT DESCRIPTION:

This project will fund the FY 1984 purchase of replacement street supervisor cars. This is an annual project whereby half of the supervisor cars are replaced every year. These cars operate an average of 40,000 miles annually, and their dependable operation is vital to maintaining CTA's service.

FUNDING SCHEDULE:

Previously Funded	$ 223,000
FY84 Phase I	250,000
FY84 Phase II	0
FY85-88	1,000,000
TOTAL ESTIMATED COST	$ 1,473,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA BUS PROGRAM

CATEGORY: Support Equipment

PROJECT ELEMENT:

CTAB17 Electronic Fareboxes

TOTAL ESTIMATED COST: $ 14,016,500

LOCATION:

Bus System

PROJECT ELEMENT DESCRIPTION:

This is a two-year program to equip the CTA bus system with new fareboxes which are capable of accepting dollar bills and contain electronic data-gathering equipment. All existing bus fareboxes will be replaced. CTA has programmed the funding of this major capital item over two years. This will help conserve near term capital funds and will allow the new fareboxes to be phased in gradually across the system. Installation of these fareboxes is expected to save CTA at least $6 million annually in dollar bill handling costs.

FUNDING SCHEDULE:

Previously Funded	$ 16,500
FY84 Phase I	7,000,000
FY84 Phase II	0
FY85-88	7,000,000
TOTAL ESTIMATED COST	$ 14,016,500

D. FY84 CTA RAPID TRANSIT PROGRAM

The FY84 CTA Rapid Transit Program is $101.198 million. Of this total, $84.609 million is in the Phase I Program, and $16.589 million is in the Phase II Program.

Figure K illustrates the distribution of the FY84 Phase I Rapid Transit Program by its major components.

The replacement of rapid transit cars, at 48.0%, or $40.650 million of the Phase I Program, is the largest component. These funds will provide for continued funding of an option exercised on 300 new cars, together with the purchase of allowable spare components inventory. $150,000 will fund engineering (specifications) for future car orders. Expenses of introduction to service - engineering, preparation of specifications, service preparation - are included. Some older vehicles will be equipped with automatic cab signals - audible and visual - but most of the older, failure-prone 6000 series cars will have been withdrawn.

Improvements to track and structures is a continuing multi-year component of the Phase I Program, at 24.9%, $21.101 million.

There are spot replacements of over-aged components, some 70-80 years old, including flange angles, column bases, footings, etc., to maintain proper track profile. Some line segments, e.g. 63rd to Dorchester, will be renovated in their entirety. All components requiring replacement will be replaced.

Components of the rail and railbed will be renewed at various locations - components are rail, ties, switches, crossover forgings, special track assemblies and switch heaters. Also programmed for renewal are the timber footwalks and components of station platforms and supporting structures.

New rail, ties and ballast will be installed on the Evanston line. Timber ties will be installed to replace concrete ties on the Dan Ryan and Kennedy Lines. The associated ballast will be cleaned and replaced.

Modernization and improvements will be made at the Kimball and 61st Street Yards.

Improvements to the Signal/Electrical/Communications systems amounts to $5.340 million or 6.3% of the Phase I Program.

Continuing cyclical replacement of telephone cable, emergency lighting feed (ELF) cables, getaway cables and signals (especially in the State Street subway)

will be augmented by introduction of optical cable between the Merchandise Mart and the Data Center (a major technological advance).

Modern intercom devices will be installed at 54th, Desplaines and Harlem yards, New substations will be engineered and constructed at the Linden, Kimball and Racine Yards, the Skokie Shops and at Haymarket.

The Wilson Avenue interlocking (connecting the station to the yard) will be modernized and improved, as will be the crossover interlocking plants at Austin and Laramie.

Remote control of interlocking plants between LaSalle and Racine on the Congress-Douglas Line will be installed.

The Support Facilities component of the Phase I Program totals $5.375 million or 6.4%.

Major remodeling and modernization of the Skokie Shops (the major transit car overhaul facility) is the primary activity. The West Shops (at Lake and Pulaski) will also be improved. The Harlem storage shops will receive up-to-date electrical circuitry. Storeroom 48, at the 63rd Street materials storage yard, will be rehabilitated.

Two stations, 43rd, 40th/Indiana, will be rehabilitated,and the engineering design conducted for Wilson Avenue for a total of $2.009 million or 2.4% of the Phase I Program.

Support equipment, totalling $690,000 (0.8% of the Phase I Program) will be purchased, to include computerized drafting aids, financial reporting system, vehicle maintenance equipment, materials handling equipment, new armored trucks, rail flatcars, rail crane, hi-rail trucks, utility service vehicles, ticket vending machines, roto-gates and administrative support equipment.

Table G lists the projects contained in the FY84 CTA Rapid Transit Program. Figure L illustrates the locations of the FY84 Rapid Transit Phase I Projects. Detailed project descriptions follows.

FIGURE K

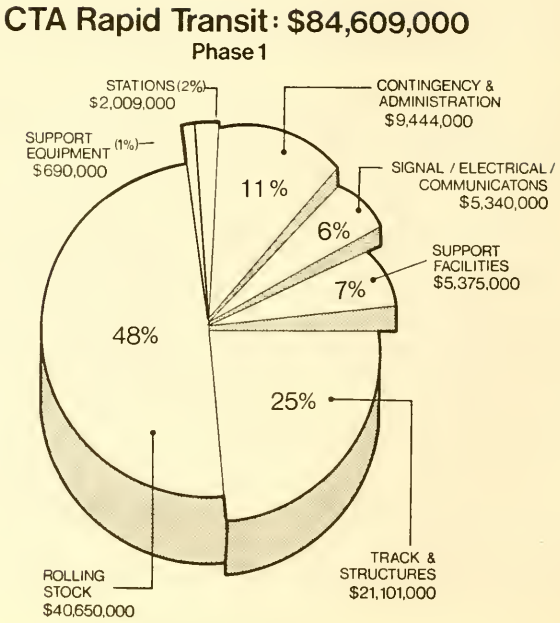

CTA Rapid Transit: $84,609,000
Phase 1
STATIONS (2%)
$2,009,000
CONTINGENCY &
ADMINISTRATION
$9,444,000
SUPPORT
EQUIPMENT (1%)
$690,000
11%
SIGNAL / ELECTRICAL /
COMMUNICATONS
$5,340,000
6%
SUPPORT
FACILITIES
$5,375,000
7%
48%
25%
ROLLING
STOCK
$40,650,000
TRACK &
STRUCTURES
$21,101,000

TABLE G

REGIONAL TRANSPORTATION AUTHORITY
CTA FY 1984 RAPID TRANSIT CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY

	PROJECT	PREVIOUSLY FUNDED	TOTAL ESTIMATED FY 1984 COST	FY 1984 PHASE I	FY 1984 PHASE II
	ROLLING STOCK				
CTAR01	Purchase 300 Rapid Transit Cars - Option	$ 79,847,900	$ 39,000,000	$ 39,000,000	$ 0
CTAR02	10 Year Rapid Transit Car Purchase	0	150,000	150,000	0
CTAR03	Rail Capital Maintenance	0	1,500,000	1,500,000	0
CTAR04	Carborne Equipment Modifications	194,000	500,000	0	500,000
	Sub-Total	$ 80,041,900	$ 41,150,000	$ 40,650,000	$ 500,000
	TRACK & STRUCTURES				
CTAR05	Flarge Angles	$ 2,605,900	$ 4,535,000	$ 4,535,000	$ 0
CTAR06	Platform Structure Renewal	173,700	1,875,000	1,875,000	0
CTAR07	Profile Structure	670,000	600,000	600,000	0
CTAR08	Structure - Jackson Park	1,213,541	1,500,000	0	1,500,000
CTAR09	Footwalk Renewal	261,000	370,000	370,000	0
CTAR10	Yard Renewal - Kimball Yard	941,500	2,561,000	2,561,000	0
CTAR11	Special Track Work	1,840,000	200,000	200,000	0
CTAR12	Tie Replacement - Kennedy/Dan Ryan	2,490,000	7,670,000	4,475,000	3,195,000
CTAR13	Yard Renewal - 61st Yard	9,497,500	3,440,000	3,440,000	0
CTAR14	Track - Evanston	7,706,200	3,045,000	3,045,000	0
	Sub-Total	$ 27,399,341	$ 25,796,000	$ 21,101,000	$ 4,695,000
	SIGNALS, ELECTRICAL & COMMUNICATIONS				
CTAR15	Optical Cable	$ 0	$ 10,000	$ 10,000	$ 0
CTAR16	Telephone Cable Renewal	25,000	93,000	93,000	0
CTAR17	Yard Intercoms	18,000	50,000	0	50,000
CTAR18	Substation Improvements	1,512,500	2,050,000	2,050,000	0
CTAR19	Subway Paralleling and ELF Cables	0	917,000	917,000	0
CTAR20	Substation Getaway Cable	0	495,000	0	495,000
CTAR21	Cab Signal Test Units	127,500	100,000	100,000	0
CTAR22	Cab Signaling, Interlocking Plants	382,000	330,000	330,000	0
CTAR23	Remote Signal Control	115,000	590,000	590,000	0
CTAR24	State Street Signal Rehabilitation	420,000	900,000	900,000	0

TABLE G

REGIONAL TRANSPORTATION AUTHORITY
CTA FY 1984 RAPID TRANSIT CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY

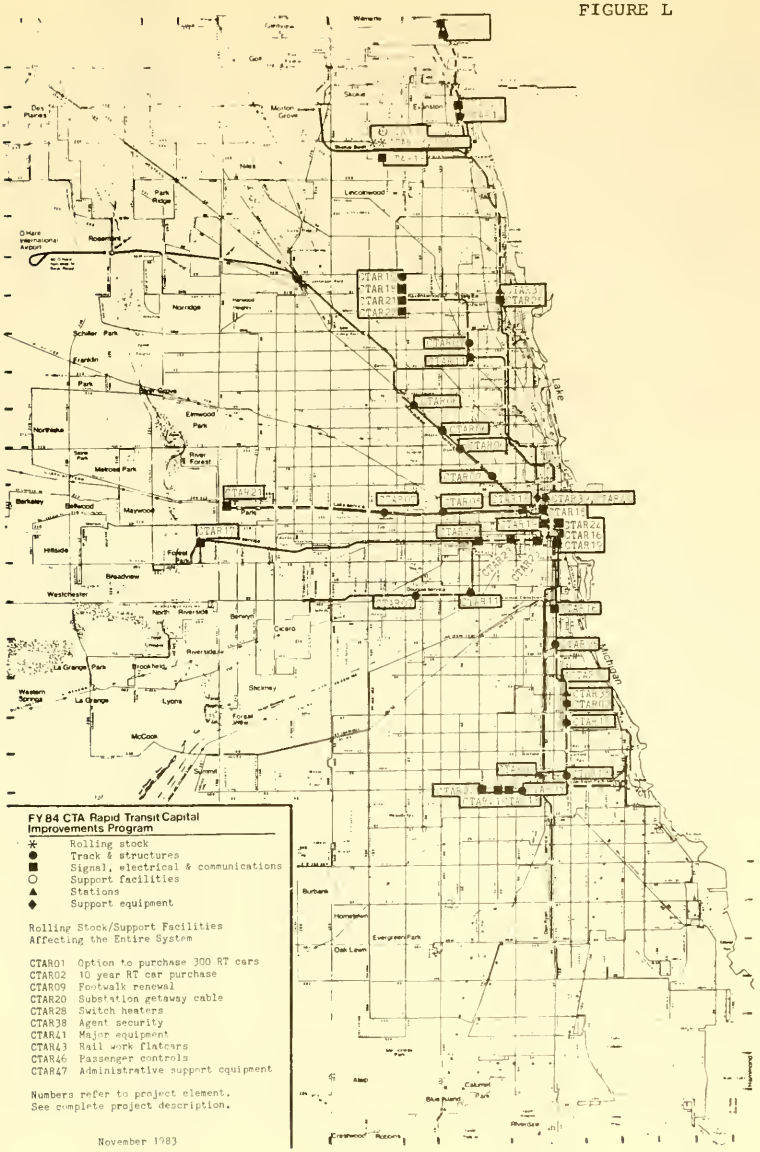
	PROJECT	PREVIOUSLY FUNDED	TOTAL ESTIMATED FY 1984 COST	FY 1984 PHASE I	FY 1984 PHASE II
	SIGNALS, ELECTRICAL & COMMUNICATIONS (Continued)				
CTAR25	Wilson Interlocking	$ 0	$ 150,000	$ 150,000	$ 0
CTAR26	Crossover Interlocking - Austin	0	30,000	0	30,000
CTAR27	Crossover Interlocking - Laramie	0	40,000	0	40,000
CTAR28	Switch Heater Control	0	100,000	0	100,000
CTAR29	Illinois Substation/Garage	0	200,000	200,000	0
	Sub-Total	$ 2,600,000	$ 6,055,000	$ 5,340,000	$ 715,000
	RAIL SUPPORT FACILITIES				
CTAR30	Upgrade and Expand Skokie Shops	$ 3,925,000	$ 2,700,000	$ 2,700,000	$ 0
CTAR31	D.C. Electrical Modifications	0	50,000	0	50,000
CTAR32	Interlocking Plant, Lighting Renewal	48,000	400,000	0	400,000
CTAR33	West Shops Renewal	370,000	2,720,000	0	2,720,000
CTAR34	Rehabilitation of Storeroom 48	8,158,200	3,175,000	2,675,000	500,000
	Sub-Total	$ 12,501,200	$ 9,045,000	$ 5,375,000	$ 3,670,000
	STATIONS				
CTAR35	Station Rehabilitation - 43rd Street	$ 116,000	$ 634,000	$ 634,000	$ 0
CTAR36	Station Rehabilitation - 40th/Indiana	93,700	925,000	925,000	0
CTAR37	Station Renewal - Wilson Avenue	0	350,000	350,000	0
CTAR38	Agent Security	50,000	100,000	100,000	0
	Sub-Total	$ 259,700	$ 2,009,000	$ 2,009,000	$ 0
	SUPPORT EQUIPMENT				
CTAR39	Computer Aided Drafting	$ 0	$ 200,000	$ 200,000	$ 0
CTAR40	Upgrade Financial Systems	0	350,000	350,000	0
CTAR41	Major Equipment	0	2,000,000	0	2,000,000
CTAR42	Armored Trucks	0	200,000	0	200,000
CTAR43	Rail Work Flatcars	0	100,000	0	100,000

TABLE G

REGIONAL TRANSPORTATION AUTHORITY
CTA FY 1984 RAPID TRANSIT CAPITAL IMPROVEMENT PROGRAM
PROJECT SUMMARY

	PROJECT	PREVIOUSLY FUNDED	TOTAL ESTIMATED FY 1984 COST	FY 1984 PHASE I	FY 1984 PHASE II
	SUPPORT EQUIPMENT (Continued)				
CTAR044	Rail Service Vehicles	$ 0	$ 610,000	$ 0	$ 610,000
CTAR045	Utility Service Vehicles	0	560,000	0	560,000
CTAR046	Passenger Controls	252,500	369,000	140,000	229,000
CTAR047	Administrative Support Equipment	0	200,000	0	200,000
	Sub-Total	$ 252,500	$ 4,589,000	$ 690,000	$ 3,899,000
	Total	$123,054,641	$ 88,644,000	$ 75,165,000	$ 13,479,000
	Contingencies and Administration	$ 0	$ 12,554,000	$ 9,444,000	$ 3,110,000
	GRAND TOTAL	$123,054,641	$101,198,000	$ 84,609,000	$ 16,589,000

FIGURE L


FY 84 CTA Rapid Transit Capital Improvements Program
Rolling stock
Track & structures
Signal, electrical & communications
Support facilities
Stations
Support equipment
Rolling Stock/Support Facilities Affecting the Entire System
CTAR01 Option to purchase 300 RT cars
CTAR02 10 year RT car purchase
CTAR09 Footwalk renewal
CTAR20 Substation getaway cable
CTAR28 Switch heaters
CTAR38 Agent security
CTAR41 Major equipment
CTAR43 Rail work flatcars
CTAR46 Passenger controls
CTAR47 Administrative support equipment
Numbers refer to project element. See complete project description.
November 1983
Lake

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT:

CTAR01 Purchase 300 Rapid Transit Cars - Option

TOTAL ESTIMATED COST: $206,847,900

LOCATION:

Systemwide

PROJECT ELEMENT DESCRIPTION:

The scope of this project is for the purchase, inspection and preparation for service of 300 rapid transit cars. The contract for the purchase of an initial 300 rapid transit cars identified an option for 300 additional cars. The result of exercising this project is that option. It will allow the CTA to retire many of its 30 year old 6000 Series cars. FY 1984 request is the third funding increment which represents approximately 60% of the required funding.

FUNDING SCHEDULE:

Previously Funded	$ 79,847,900
FY84 Phase I	39,000,000
FY84 Phase II	0
FY85-88	88,000,000
TOTAL ESTIMATED COST	$206,847,900

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT:

CTAR02 10 Year Rapid Transit Car Purchase

TOTAL ESTIMATED COST: $107,190,000

LOCATION:

Systemwide

PROJECT ELEMENT DESCRIPTION:

The scope of this project is for engineering, specification preparation, purchase, inspection and preparation for service of rapid transit cars as part of an on-going replacement program integrated with a continuous maintenance effort. The program is designed to maximize the service potential and reliability of the CTA's rapid transit system.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	150,000
FY84 Phase II	0
FY85-88	107,040,000
TOTAL ESTIMATED COST	$107,190,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Rolling Stock

PROJECT ELEMENT:

CTAR03 Rail Capital Maintenance

TOTAL ESTIMATED COST: $ 3,000,000

LOCATION:

Skokie Shops

PROJECT ELEMENT DESCRIPTION:

The scope of this project is for the purchase of eligible components for the maintenance of the CTA's rapid transit car fleet. Recent changes in capital funding regulations for public transit have created a new category of eligible capital expenses known as "Associated Capital Maintenance Items". This category includes as an eligible capital item spare parts which individually cost at least one percent of the value of a new replacement vehicle.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	1,500,000
FY84 Phase II	0
FY85-88	1,500,000
TOTAL ESTIMATED COST	$ 3,000,000

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR05 Flange Angles

TOTAL ESTIMATED COST: $ 15,350,900

LOCATION:

Englewood, Lake and South Side Main Line

PROJECT ELEMENT DESCRIPTION:

The life expectancy of structural components differs and depends on weather, maintenance and traffic. Periodic inspections are made to identify those elements which are endangering the function of the structural system. Cracked elements are identified and watched for further deterioration.

Components which have deteriorated beyond 25% of their original cross section are considered eligible for replacement.

Fatigue is a non-measurable standard for replacement that is primarily a function of age and traffic. In the case of flange angles, with traffic held as a constant parameter, fatigue of the metal can be expected after 40 years.

The flange angles to be replaced by this project are from the original construction of 70-90 years ago. The original cross section has deteriorated by over 50%. These flange angles are far beyond the point when they can be expected to function as a reliable component of the structural system.

The scope of this project element covers the design, purchase and installation of track stringer and cross girder flange angles, by CTA Forces. This is a continuing project that matches the availability of funds and personnel to the work required to maintain a safe system.

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

PROJECT ELEMENT CTAR05

FUNDING SCHEDULE:

Previously Funded	$ 2,605,900
FY84 Phase I	4,535,000
FY84 Phase II	0
FY85-88	8,210,000
TOTAL ESTIMATED COST	$ 15,350,900

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR06 Platform Structure Renewal

TOTAL ESTIMATED COST: $ 2,048,700

LOCATION:

West/Northwest - Damen, Western, California

PROJECT ELEMENT DESCRIPTION:

The existing structural steel is approximately 30 years old and has, in some cases, deteriorated to a point where the load carrying capacity is in question and has been temporarily supported.

These project funds will be used to engineer, specify, purchase and install new platform structural components. Renewed members include steel flange angles and bracing, cross girders, canopy connection members, support bracing and platform decking as required.

Replacement of the structural elements, listed above, will provide for a safer environment for CTA's passengers. This is a continuing project that matches the availability of funds and personnel to the work required to maintain a safe system.

FUNDING SCHEDULE:

Previously Funded	$ 173,700
FY84 Phase I	1,875,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 2,048,700

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR07 Profile Structure

TOTAL ESTIMATED COST: $ 1,270,000

LOCATION:

South Side Main Line, Douglas, Lake, Englewood, Ravenswood and Milwaukee Lines

PROJECT ELEMENT DESCRIPTION:

CTA personnel will survey the columns, prepare engineering drawings and replace deteriorated column bases and footings.

The existing column bases and footings are the original constructions, which were done 80 years ago. The bases and footings are sometimes constructed of brick or simply a barrel, with both ends open, sunk in the ground and filled with concrete. Due to the deterioration of the column bases and footings, the structure has settled at numerous locations resulting in a poor profile of the track above. Renewal will provide a proper track profile and alignment and a sound structure. The construction, which is expected to last 70 years before maintenance will be required, will assure a safe and comfortable rapid transit operation.

FUNDING SCHEDULE:

Previously Funded	$ 670,000
FY84 Phase I	600,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 1,270,000

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR09 Footwalk Renewal

TOTAL ESTIMATED COST: $ 2,111,000

LOCATION:

Various Locations

PROJECT ELEMENT DESCRIPTION:

This is a multi-year project designed to renew deteriorated footwalks. It includes the engineering, purchase and installation of material. This program provides for the replacement of deteriorated wooden footwalk on the rapid transit elevated structure. The footwalk serves a dual purpose as an access to equipment by maintenance personnel and as an emergency walk for passengers. The footwalks are located between tracks on all sections of the elevated structure. The material being replaced under this program is considered to be unsafe for use by both Authority personnel and passengers. Immediate replacement is essential to eliminate hazardous conditions.

FUNDING SCHEDULE:

Previously Funded	$ 261,000
FY84 Phase I	370,000
FY84 Phase II	0
FY85-88	1,480,000
TOTAL ESTIMATED COST	$ 2,111,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR10 Yard Renewal

TOTAL ESTIMATED COST: $ 3,502,500

LOCATION:

Kimball Yard

PROJECT ELEMENT DESCRIPTION:

The CTA yard facility at Kimball Terminal was opened in 1907 with the capacity for storing 174 cars. The facility has deteriorated such that it is inadequate for current work standards and in need of renewal.

This project will provide for the design, purchase and installation of material to completely renew the yard. This includes new track ties, ballast, contact rail, crossovers, turnouts and associated material.

FUNDING SCHEDULE:

Previously Funded	$ 941,500
FY84 Phase I	2,561,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 3,502,500

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR11 Special Track Work

TOTAL ESTIMATED COST: $ 4,915,000

LOCATION:

Douglas, Ravenswood and South Side Main Line

PROJECT ELEMENT DESCRIPTION:

This project involves the engineering, purchase and installation of steel rail, ties, switches, crossover forgings and other special track assemblies, including associated components.

The crossovers to be renewed were originally installed in 1947 or earlier, some as long ago as 1923. The specifications now required by CTA operations cannot be met by these units. Through a standardization of crossovers, safety will be increased and operating cost reduced.

FUNDING SCHEDULE:

Previously Funded	$ 1,840,000
FY84 Phase I	200,000
FY84 Phase II	0
FY85-88	2,875,000
TOTAL ESTIMATED COST	$ 4,915,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR12 Tie Replacement

TOTAL ESTIMATED COST: $ 21,841,000

LOCATION:

Kennedy/Dan Ryan Rapid Transit Line

PROJECT ELEMENT DESCRIPTION:

This project will replace approximately 52,500 concrete ties with timber ties. It will also replace fouled ballast, improve drainage and replace fencing and running rail where necessary. These concrete ties and limestone ballast have steadily deteriorated since their installation and need repair to ensure the continuation of service.

FUNDING SCHEDULE:

Previously Funded	$ 2,490,000
FY84 Phase I	4,475,000
FY84 Phase II	3,195,000
FY85-88	11,681,000
TOTAL ESTIMATED COST	$ 21,841,000

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR13 Yard Renewal

TOTAL ESTIMATED COST: $ 12,937,500

LOCATION:

61st Yard

PROJECT ELEMENT DESCRIPTION:

This project will provide for a complete renewal of the yard track, replacement of deteriorated footwalks, repair of flange angles to support storage tracks and installation of main line and yard connection interlocking. The 61st Yard has not had a major renewal in 40 years, and recent derailments in the 61st Yard have emphasized the deteriorated condition of the existing yard facility. Without immediate attention, the safety of yard personnel and train operation is threatened.

FUNDING SCHEDULE:

Previously Funded	$ 9,497,500
FY84 Phase I	3,440,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 12,937,500

REGIONAL TRANSPORTATION AUTHORITY
FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Track & Structures

PROJECT ELEMENT:

CTAR14 Track Renewal

TOTAL ESTIMATED COST: $ 10,751,200

LOCATION:

Evanston Line

PROJECT ELEMENT DESCRIPTION:

This project will replace the deteriorated tie and rail, renew the existing decking and replace ballast where needed. It also includes the installation of a revenue cab signal system, crossovers and drainage systems.

The vast majority of existing rail is over 40 years old and existing ties over 50 years old. Age and usage has reduced rail head by 65%, threatening safety of operation. The ballast and ties have also deteriorated, reducing the alignment of existing track.

FUNDING SCHEDULE:

Previously Funded	$ 7,706,200
FY84 Phase I	3,045,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 10,751,200

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAF15 Optical Cable

TOTAL ESTIMATED COST: $ 120,000

LOCATION:

Merchandise Mart to 440 N. Wells

PROJECT ELEMENT DESCRIPTION:

This project will fund the design, purchase and installation of an optical transmission cable from the Merchandise Mart to the CTA DataCenter at 400 North Wells. The cable will replace the current leasing arrangement CTA has with Illinois Bell to carry transmissions between the Mart and the DataCenter. The payback period on this project is estimated at 2½ to 3 years. The lease for 400 N. Wells extends for another 9 years.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	10,000
FY84 Phase II	0
FY85-88	110,000
TOTAL ESTIMATED COST	$ 120,000

REGIONAL TRANSPORTATION AUTHORITY
FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR16 Telephone Cable Renewal

TOTAL ESTIMATED COST: $ 418,000

LOCATION:

South Side Main Line - VanBuren to 35th Street
Loop - State and Lake to Wabash and VanBuren

PROJECT ELEMENT DESCRIPTION:

Engineer, design and install telephone cable on the rapid transit system. This project covers the replacement of older lead sheathed cable and associated messenger wire with 100 pair plastic jacketed integrated messenger cable on the SSML and 50 pair integrated messenger cable on the Loop section. Total length is approximately 20,400 linear feet.

This project will replace 55 year old cable and will provide for increased capacity requirements and reduced maintenance costs. This project is part of a continuing program to upgrade older, high maintenance and low capacity cable.

FUNDING SCHEDULE:

Previously Funded	$ 25,000
FY84 Phase I	93,000
FY84 Phase II	0
FY85-88	300,000
TOTAL ESTIMATED COST	$ 418,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR18 Substation Improvements

TOTAL ESTIMATED COST: $ 10,152,500

LOCATION:

Linden, Kimball and Racine Yards, Skokie Shops and Haymarket

PROJECT ELEMENT DESCRIPTION:

The scope for this project is to design and construct five substations. Material purchases will also be covered, but for the most part, equipment that is already on hand will be installed in the new buildings.

The locations identified are in need of single rectifier substations to reduce stray currents. This project will improve third rail voltage levels and therefore provide for more efficient and reliable service.

FUNDING SCHEDULE:

Previously Funded	$ 1,512,500
FY84 Phase I	2,050,000
FY84 Phase II	0
FY85-88	6,590,000
TOTAL ESTIMATED COST	$ 10,152,500

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR19 Subway Paralleling and ELF Cables

TOTAL ESTIMATED COST: $ 9,166,000

LOCATION:

Dearborn and State Street Subways

PROJECT ELEMENT DESCRIPTION:

Replacement of paralleling and emergency lighting feed (ELF) cables in the State and Dearborn Subways. The cable to be replaced is approximately 40 years old. The replacement of the cable will reduce service delays caused by openings and faults that may occur in cable of that age.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	917,000
FY84 Phase II	0
FY85-88	8,249,000
TOTAL ESTIMATED COST	$ 9,166,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR21 Cab Signal Test Units

TOTAL ESTIMATED COST: $ 227,500

LOCATION:

Dempster, Linden, Ashland, Harlem and Kimball Terminals

PROJECT ELEMENT DESCRIPTION:

Design, purchase and install cab signal test units at five rapid transit terminals. The cab signal system is an essential part of the safe operation of trains. It is therefore important to safe and efficient operations that this equipment be working properly before being used for passenger service. This project will provide a means to test trains at the terminal prior to their use.

FUNDING SCHEDULE:

Previously Funded	$ 127,500
FY84 Phase I	100,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 227,500

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR22 Cab Signaling, Interlocking Plants

TOTAL ESTIMATED COST: $ 712,000

LOCATION:

Ashland and Kimball Terminals

PROJECT ELEMENT DESCRIPTION:

Engineer, purchase and install cab signaling equipment for interlocking area at two terminals. This project will eliminate conflicting cab and wayside signal indications for road trains in the interlocking area at the terminals. Improvement will provide for more efficient and safer operations in the movement of trains in and out of the terminal area.

FUNDING SCHEDULE:

Previously Funded	$ 382,000
FY84 Phase I	330,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 712,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR23 Remote Signal Control

TOTAL ESTIMATED COST: $ 705,000

LOCATION:

Congress Route - Loomis Junction, Morgan
Middle Track and LaSalle/Congress Area

PROJECT ELEMENT DESCRIPTION:

The scope of work for this project includes the design, purchase and installation of material to provide remote signal control for the areas identified above.

Central train control is the most efficient and safest form of rail supervision. It allows trains to be monitored from track circuit to track circuit and to be routed from a central location. In emergency situations trains can safely be rerouted around trouble without additional personnel being assigned.

FUNDING SCHEDULE:

Previously Funded	$ 115,000
FY84 Phase I	590,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 705,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR24 State Street Signal Rehabilitation

TOTAL ESTIMATED COST: $ 1,320,000

LOCATION:

State Street Subway

PROJECT ELEMENT DESCRIPTION:

Design, purchase and install material for the rehabilitation of the State Street Subway signal system. The complete design of the modifications will be a translation of car acceleration, operating speeds and braking characteristics into headway requirements and corresponding track block lengths, circuitry and wayside equipment requirements.

The State Street Subway was designed and constructed over 40 years ago, and the existing wayside equipment was installed during the original construction period. With the higher performance cars, CTA Engineering has studied the signal configuration and found that major modifications to the wayside system will provide for improved train operations.

FUNDING SCHEDULE:

Previously Funded	$ 420,000
FY84 Phase I	900,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 1,320,000

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR25 Wilson Interlocking

TOTAL ESTIMATED COST: $ 3,000,000

LOCATION:

North Side Main Line at Wilson

PROJECT ELEMENT DESCRIPTION:

Design, purchase and install material to modify the existing interlocking at Wilson. Interlocking is a system that aligns switch points that prevents conflicting train movements on the same track. Modernization of this system is required to safely move trains to and from the main line and yard/shop area. This work is a pre-requisite to the station modernization project at Wilson.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	150,000
FY84 Phase II	0
FY85-88	2,850,000
TOTAL ESTIMATED COST	$ 3,000,000

REGIONAL TRANSPORTATION AUTHORITY
FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Signals, Electrical & Communications

PROJECT ELEMENT:

CTAR29 Illinois Substation/Garage

TOTAL ESTIMATED COST: $ 200,000

LOCATION:

PROJECT ELEMENT DESCRIPTION:

The CTA's Illinois Garage and approximately one-half of the adjacent substation are located on property which is leased. This lease will expire in 1984 and although the owner will not renew the lease, he is willing to sell the property. Unless this property is purchased, the existing substation equipment will have to be relocated. The cost of this relocation is substantially more than the purchase of the property.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	200,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 200,000

CATEGORY: Rail Support Facilities

PROJECT ELEMENT:

CTAR30 Upgrade and Expand Skokie Shops

TOTAL ESTIMATED COST: $ 8,125,000

LOCATION:

Skokie Shops

PROJECT ELEMENT DESCRIPTION:

The scope includes the design, remodeling and construction of the facility at the Skokie Shops Complex.

The specific elements are as follows:

a. Salt Storage Building;
b. Unit II Improvements -
   -- Re-Roofing, Heating and Ventilating, Overhead Doors, Electric System/Lighting and Masonry;
c. Production Supply and Control Building;
d. Parts Assembly Area;
e. Staging and Degreasing Area;
f. Office Building;
g. Employee Facility;
h. Flammable Storage Building;
i. Paint Shop Building;
j. Unit I Demolition;
k. Track Work;
l. Parking Area;
m. Compressor House; and,
n. Support Equipment and Systems -
   -- Telephone System,
   -- 2 Cranes (Unit II).

This complex is the major overhaul facility for all of the CTA's rapid transit cars. Extreme age has resulted in inefficient working conditions.

REGIONAL TRANSPORTATION AUTHORITY

FYB4 CTA RAPID TRANSIT PROGRAM

PROJECT ELEMENT CTAR30

FUNDING SCHEDULE:

Previously Funded	$ 3,925,000
FY84 Phase I	2,700,000
FY84 Phase II	0
FY85-88	1,500,000
TOTAL ESTIMATED COST	$ 8,125,000

CATEGORY: Rail Support Facilities

PROJECT ELEMENT:

CTAR34 Rehabilitation of Storeroom 48

TOTAL ESTIMATED COST: $ 11,333,200

LOCATION:

313 E. 63rd Street

PROJECT ELEMENT DESCRIPTION:

The present scope includes the following:

1. Design and construct a warehouse.

2. Design and construct a new yard, which includes drainage, incline, track, paving, lighting and fencing.

Storeroom 48 was designed and used as a coach storage yard for the former Chicago Rapid Transit - North Shore Line. Its elongated shape and abundance of track inhibits the efficient flow of materials into and out of this facility. It is also very old, subject to flooding and has not been rehabilitated sufficiently to be an effective bulk material storeroom.

FUNDING SCHEDULE:

Previously Funded	$ 8,158,200
FY84 Phase I	2,675,000
FY84 Phase II	500,000
FY85-88	0
TOTAL ESTIMATED COST	$ 11,333,200

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Stations

PROJECT ELEMENT:

CTAR35 Station Rehabilitation - 43rd Street

TOTAL ESTIMATED COST: $ 750,000

LOCATION:

South Side Main Line - 43rd Street

PROJECT ELEMENT DESCRIPTION:

This project will provide for the construction of a new station platform and the complete rehabilitation of the existing station structure. It will include the demolition and reconstruction of canopies and platforms; rehabilitating the existing structure; installation of new station lighting, graphics and communication equipment. This station is seriously deteriorated and must be replaced to ensure the safety and efficiency of operation.

FUNDING SCHEDULE:

Previously Funded	$ 116,000
FY84 Phase I	634,000
FY84 Phase II	0
FY85-88	0
TOTAL ESTIMATED COST	$ 750,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Stations

PROJECT ELEMENT:

CTAR36 Station Rehabilitation - 40th & Indiana

TOTAL ESTIMATED COST: $2,308,700

LOCATION:

South Side Main Line - 40th & Indiana

PROJECT ELEMENT DESCRIPTION:

Engineer, purchase and install material for the replacement of deteriorated platform and stairway structural components and the construction of a new stationhouse. The structural renewal will consist of new structural steel for platform and stairway support with related materials and components. The stationhouse will include facilities for fare collection, passenger controls and improved platform access. The station structure at this location is over 80 years old and has insufficient capacity for anticipated load demands. The stationhouse's location restricts passenger flow and is inadequate for passenger safety and comfort.

FUNDING SCHEDULE:

Previously Funded	$ 93,700
FY84 Phase I	925,000
FY84 Phase II	0
FY85-88	1,290,000
TOTAL ESTIMATED COST	$ 2,308,700

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Stations

PROJECT ELEMENT:

CTAR37 Station Renewal - Wilson Avenue

TOTAL ESTIMATED COST: $ 3,950,000

LOCATION:

North Side Main Line - Wilson Avenue

PROJECT ELEMENT DESCRIPTION:

This project will provide for the engineering and construction of a new rapid transit stationhouse and center island platform. Other improvements will include new platform canopies, improved lighting, new stairways and the addition of an elevator. The Wilson Avenue Station is a heavily utilized facility that requires substantial renewal to ensure continued efficiency and passenger comfort.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	350,000
FY84 Phase II	0
FY85-88	3,600,000
TOTAL ESTIMATED COST	$ 3,950,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Stations

PROJECT ELEMENT:

CTAP38 Agent Security

TOTAL ESTIMATED COST: $ 6,150,000

LOCATION:

Rail System

PROJECT ELEMENT DESCRIPTION:

This is a multi-year program to improve ticket agent security and comply with a State law requiring bullet resistant glass in rapid transit agent booths. The FY 1984 funds for this project will fund design and engineering for the remodeling or replacement of the agent booths.

FUNDING SCHEDULE:

Previously Funded	$ 50,000
FY84 Phase I	100,000
FY84 Phase II	0
FY85-88	6,000,000
TOTAL ESTIMATED COST	$ 6,150,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Support Equipment

PROJECT ELEMENT:

CTAR39 Computer Aided Drafting

TOTAL ESTIMATED COST: $ 350,000

LOCATION:

Facilities Engineering and Maintenance

PROJECT ELEMENT DESCRIPTION:

This project will fund the purchase and installation of a computer aided drafting system. The project will be done in phases with the bulk of the funds required in FY 1984 to provide for start-up, initial hardware and software purchase, and training. Future funding will be requested for software enhancements, addition of peripherals, and user training.

The original installation and testing will be in the Power, Signal and Communication group. Once the system is in place, it will be expanded to serve other groups in the Facilities Engineering and Maintenance Department.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	200,000
FY84 Phase II	0
FY85-88	150,000
TOTAL ESTIMATED COST	$ 350,000

CATEGORY: Support Equipment

PROJECT ELEMENT:

CTAR40 Upgrade Financial Systems

TOTAL ESTIMATED COST: $ 550,000

LOCATION:

Merchandise Mart

PROJECT ELEMENT DESCRIPTION:

This project will provide funds to upgrade CTA's financial reporting systems. There are five parts to the financial reporting system. This project will bring those systems up to date. Output from the financial reporting systems is used to satisfy UMTA Section 15 requirements and provide financial data for internal staff analysis.

FUNDING SCHEDULE:

Previously Funded	$ 0
FY84 Phase I	350,000
FY84 Phase II	0
FY85-88	200,000
TOTAL ESTIMATED COST	$ 550,000

REGIONAL TRANSPORTATION AUTHORITY

FY84 CTA RAPID TRANSIT PROGRAM

CATEGORY: Support Equipment

PROJECT ELEMENT:

CTAR46 Passenger Controls

TOTAL ESTIMATED COST: $ 681,500

LOCATION:

Rail System

PROJECT ELEMENT DESCRIPTION:

This project will provide for the purchase and installation of turnstiles and token dispensing machines and the installation of previously purchased roto-gates. This will provide for more efficient passenger flow and increase the level of passenger convenience.

FUNDING SCHEDULE:

Previously Funded	$ 252,500
FY84 Phase I	140,000
FY84 Phase II	229,000
FY85-88	60,000
TOTAL ESTIMATED COST	$ 681,500

PROPOSED FISCAL YEAR 1984 CAPITAL IMPROVEMENT PROGRAM

E. FY84 CITY OF CHICAGO TRANSIT PROGRAM

The FY84 City of Chicago Transit Program is $6,000,000. $3,000,000 is in Phase I and $3,000,000 is in Phase II.

The two projects that make up the entire program are the development of park-and-ride facilities at heavily used RTA and CTA rail stations and commuter railroad viaducts rehabilitation on six city commuter rail viaducts. Both of these projects will be coordinated with RTA.

Detailed project descriptions follow.

CITY OF CHICAGO

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Stations

PROJECT ELEMENT

New Park-and-Ride Facilities (City of Chicago)

TOTAL ESTIMATED FY84 COST: $1,000,000 Phase I
$1,000,000 Phase II

LOCATION:

Sites under consideration throughout the City of Chicago.

PROJECT ELEMENT DESCRIPTION

The Park-and-Ride Facilities Development Project would implement the recommendations of a previous, City-wide Park-and-Ride Study that sought to alleviate on-street parking congestion due to CTA and RTA commuters. Implementation involves the acquisition and development of property for development as commuter lots near the most congested CTA and PTA rail stations, or along high-volume CTA bus corridors.

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	1,000,000
FY84 Phase II	1,000,000
FY85-88	-0-*
TOTAL ESTIMATED COST	$2,000,000

*Additional funds will be programmed as sites are determined.

CITY OF CHICAGO

FY84 COMMUTER RAIL PROGRAM

CATEGORY: Track & Structure

PROJECT ELEMENT

New Commuter Railroad Viaducts Rehabilitation (City of Chicago)

TOTAL ESTIMATED FY84 COST: $2,000,000 Phase I
$2,000,000 Phase II

LOCATION:

NIRC/Rock Island Division:

1. Bridge No. 15, Archer Avenue
2. Bridge No. 24, 29th Street
3. Bridge No. 29, 33rd Street
4. Bridge No. 35, 38th Street

Burlington Northern Railroad:

1. Bridge No. 4.22, Washtenaw Avenue, 1900 S.
2. Bridge No. 4.54, Marshall Boulevard, 1900 S.
3. Bridge No. 4.74, Albany Avenue, 2000 S.
4. Bridge No. 4.87, Kedzie Avenue, 2100 S.

Chicago and North Western Transportation Company:

1. Bridge No. W-1 1/2 Webster Avenue, 1900 N.
2. Bridge No. W-1 3/4, Damen Avenue, 2300 N.
3. Bridge No. W-2, Fullerton Avenue, 2100 W.
4. Bridge No. W-3 1/2, Diversey Avenue, 2650 W.
5. Bridge No. W-4, California Avenue, 2900 N.
6. Bridge No. W-4 1/2, Sacramento Boulevard, 3025 N.
7. Bridge No. W-5 1/4, Kedzie Avenue, 3200 N.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company:

1. Bridge No. A-18, Fullerton Avenue, West of Pulaski Road
2. Bridge No. A-32, Milwaukee Avenue, 3700 N.
3. Bridge No. A-34, Irving Park Road East of Cicero Avenue

PROJECT ELEMENT

New Commuter Railroad Viaduct Rehabilitation (Cont.)

PROJECT ELEMENT DESCRIPTION

The FY84 component of this project involves the rehabilitation of six commuter railroad viaducts. These viaducts, built near the turn of the century, are at varing stages of deterioration. Improvements to these viaducts will include:

- rehabilitation or replacement of expansion bearings, deteriorated structural elements, deteriorated stone or concrete abutments and wing walls, broken sidewalks and curbs;
- removal of structure elements not in present use; and
- provision of a protective coating to abutments to prevent weathering damage and painting of all steel members.

Commuter service and street traffic will not be interrupted by this rehabilitation work.

FUNDING SCHEDULE

Previously Funded	$ -0-
FY83	-0-
FY84 Phase I	2,000,000
FY84 Phase II	2,000,000
FY85-88	-0-
TOTAL ESTIMATED COST	$4,000,000

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